The Hongkong Telegraph.

(ESTABLISHED 1881.)

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Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP ..... Yen 24,000,000
RESERVE FUNDS ..... „ 15,550,000

Branches and Agencies.

TOKIO.	CHEFOO.
KOBE.	TIENTSIN.
OSAKA.	PEKIN.
NAGASAKI.	NEWCHWANG.
LONDON.	DALNY.
LYONS.	PORT ARTHUR.
NEW YORK.	ANTUNG.
SAN FRANCISCO.	LIOYANG.
HONOLULU.	MUKDEN.
BOMBAY.	TIE-LING.
SHANGHAI.	CHANG-CHUN.
HANKOW.	

Head Office:—YOKOHAMA.

HONGKONG:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposit:—
For 12 months .....5% p.a.
„ 6 „ .....4½ „
„ 3 „ .....3½ „

TAKEO TAKAMICHI,
Manager.

Hongkong, 31st October, 1907. [23

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL PAID UP .....GOLD $3,250,000
ABOUT MEX $7,222,222
RESERVE FUND .....GOLD $3,250,000
=ABOUT MEX $7,222,222

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.
THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:—
For 12 months 4½ per cent. per annum.
„ 6 „ 4 „ „ „ „
„ 3 „ 3 „ „ „ „

No. 9, Queen's Road Central,
Hongkong.
W. M. ANDERSON,
Manager.

Hongkong, 23rd January, 1908. [25

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,475,000
RESERVE LIABILITIES OF PROPRIETORS £1,200,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months, 4 per cent.
„ „ „ 6 „ 3½ „
„ „ „ 3 „ 2½ „

JOHN ARMSTRONG,
Manager.

Hongkong, 6th January, 1908. [29

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000)
RESERVE FUND Fl. 5,378,375
(about £448,000)

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pasoeroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kota Radja (Acheen), Bandjermasin.
Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bankok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.
On Current Accounts 2% per annum on daily balances.
Fixed Deposits 12 months 4½% per annum.
Do. 6 do. 4% do.
Do. 3 do. 3½% do.

J. L. VAN HOUTEN,
Agent.

Hongkong, 18th November, 1907 [26

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUNDS:—
Sterling
£1,000,000 at 2/-=$10,000,000
Silver $11,750,000
$21,750,000
RESERVE LIABILITY OF PROPTORS.$10,000,000

COURT OF DIRECTORS:
G. H. Medhurst, Esq., Chairman.
Hon. Mr. Henry Keswick, Deputy Chairman.
G. Friesland, Esq. | E. Shellim, Esq.
A. Fuchs, Esq. | R. Shewan, Esq.
E. Goetz, Esq. | H. A. W. Slade, Esq.
C. R. Lenzmann, Esq. | H. E. Tomkins, Esq.
A. J. Raymond, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 16th January, 1908. [24

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3½ PER CENT. per annum.
Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1907. [18

DEUTSCH ASIATISCHE BANK

CAPITAL FULLY PAID-UP...Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin	Calcutta	Hamburg	Hankow
Kobe	Peking	Singapore	Tientsin
Tsinanfu	Tsingtau	Yokohama	

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank) — Berlin.
Direction der Disconto-Gesellschaft — Berlin.
Deutsche Bank — Berlin.
S. Bleichroeder — Berlin.
Berliner Handels-Gesellschaft — Berlin.
Bank fuer Handel und Industrie — Berlin.
Robert Warschauer & Co. — Berlin.
Mendelssohn & Co. — Berlin.
M. A. von Rothschild & Soehne — Frankfurt a/M.
Jacob S. H. Stern — Frankfurt a/M.
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim jr. & Co., Koeln.
Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KOEHN,
Manager.

Hongkong, 4th December, 1907. [30

Intimations

WHERE ARE YOU GOING?

WHY, TO CHAZALON & CO.,
6, QUEEN'S ROAD CENTRAL,
Where I am sure to find the best
FRENCH BONBONS,
LIQUEURS,
BURGUNDY,
BORDEAUX,
CHAMPAGNE
and
CLARET.

Hongkong, 20th January, 1908 [53

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M., daily Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE,
Manager.

Hongkong, 22nd June, 1905. [61

Hotel.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.
Military Band during dinner on Saturday Nights.

A. F. DAVIES,
Manager.

Hongkong, 21st June, 1907. [2

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI, MOJI, KOBE & YOKOHAMA	MANILA ..... Capt. F. E. Andrews, R.N.R.	About 16th Feb.	Freight and Passage.
SHANGHAI	DELHI ..... Capt. J. D. Audrews, R.N.R.	About 21st Feb.	Freight and Passage.
LONDON, &c., via usual Ports of Call	DEVANHA ..... Capt. T. H. Hide, R.N.R....	22nd Feb., Noon.	*See Special Advertisement*
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SOCOTRA ..... Capt. W. R. Hickey	About March.	Freight only.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 12th February, 1908. [7

Intimations.

LANE, CRAWFORD & CO.

THE
REAL MACKENZIE WHISKY,
VERY SPECIAL LIQUEUR.
$21.00 PER DOZ. $1.85 PER BOTTLE.

CLAN MACKENZIE WHISKY,
OLD MATURED.
$14.00 PER DOZ. $1.20 PER BOTTLE.

These Whiskies are prepared from the choicest ingredients, correctly distilled and aged in wood. It is the most perfect stimulant obtainable.

SOLE AGENTS IN THE EAST—
LANE, CRAWFORD & CO.

Telephone 97. [38

V. O. S.

AND

EXTRA SPECIAL FINEST LIQUEUR

ARE THE BEST WHISKIES OBTAINABLE.

Telephone No. 75.

CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS,
15, Queen's Road Central.

Hongkong, 30th January, 1908. [40

THE CITY OF PARIS,
PARISIAN DRESSMAKERS AND COURT MILLINERS,
2, PEDDER STREET, MADAME FLINT, MANAGERESS.

Now Showing—Another Large Stock
OF
NEW GOODS,
Specially Imported for the Races. [41

CHAMPAGNE.

G. H. MUMM & CO.

THE MOST POPULAR WINE

Can be had in the following qualities:
EXTRA DRY (Gout Americain).
BRUT (Cordon Rouge).

Sales in the United States exceed the total of all other Brands.

Served in all Clubs and First-class Hotels, and obtainable at all Wine Merchants in the Colony, and from Shewan, Tomes & Co., sole agents. [42

Shipping—Steamers

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 Tons, "FOWAN" 2,338 Tons, "FATSHAN" 2,260 Tons, "KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday at 9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5 P.M.
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.
Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 Tons and "SUI-TAI" 1,651 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. from the Wing Lok Street Wharf and at 2 P.M. from the Company's Wharf.
On Sundays Special Cheap Excursions as per particulars at foot.
Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.
On Saturdays, the afternoon steamer "SUI-AN" from Macao will arrive at the Douglas Wharf.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

EXCURSIONS TO MACAO.

On SUNDAYS, the Company's Steamship "SUI-AN" will depart from Douglas Wharf at 9 A.M. Returning from Macao at 6.15 P.M. to the Wing Lok Street Wharf.
Popular Excursion Rates as usual.
N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wharf. This steamer connects with the returning steamer from Macao.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO. LD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Hongkong Hotel. [6

Hotels.

CONNAUGHT HOTEL,

HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL,
SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.
STRICTLY EUROPEAN MANAGEMENT.
Wines and Spirits of the very Best Quality.
Bath to Every Room.
Hot and Cold Water Throughout.
Hotel Launch Meets all Steamers.
Special Terms for Tourists and Parties or Families.
FOR TERMS APPLY TO—
THE MANAGER & AGENT.

2]

KOWLOON HOTEL,

HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation.
The only First-class Hotel in Kowloon.
Most Charming and Popular Resort in the Colony.
Electric Lights, Fans and Call Bells.
Bath Rooms attached to Each Room.
Unrivalled for Comfort and Cuisine.
Thoroughly Up to Date with Every Modern Luxury.
Billiards and Bowling Alleys.
Moderate Terms and No Extras.
Modern Management.

Telegraphic Address:
"CHEF" HONGKONG.
Telephone No. 84.

O. E. OWEN,
Proprietor. [4

VICTORIA HOTEL,
(TELEGRAMS—VICTORIA—SHAMEEN),
SHAMEEN, CANTON,
ON THE BRITISH CONCESSION.
H. HAYNES,
Manager.

MACAO HOTEL,
(TELEGRAMS—FARMER—MACAO).
MACAO, CHINA,
IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

WM. FARMER, Proprietor.

Shipping—Steamers.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	Steamers	To Sail
KUDAT and SANDAKAN	"Borneo" Capt. F. Sembill	TUESDAY, 9 A.M., 18th Feb., 1908.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"Kleist" Capt. Rud Meyer	WEDNESDAY, Noon, 26th Feb., 1908.
MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"Prinz Sigismund" Capt. v. Binzer	TUESDAY, 5 P.M., 3rd Mar., 1908.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"Prinz Ludwig" Capt. v. Binzer	About TUESDAY, 3rd Mar., 1908.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 13th February, 1908. [8

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS.

These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILARATING.

For further information apply to— BUTTERFIELD & SWIRE, AGENTS, WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 2nd November, 1907. [17

REGULAR HONGKONG-CANTON LINE OF STEAMERS

OF THE

COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 9.30 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
The Company's Wharf is at the end of Wing Lok Street (Tram Station).
Canton Agents:—Messrs. E. Pasquet & Co.
For further particulars, please apply to— BARRETTO & CO., Agents.

Hongkong, 5th April, 1907. [11

JAVA-CHINA-JAPAN LIJN

REGULAR THREE WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS ...	Java	Second half Feb.	JAPAN	Second half Feb.
TJIKINI	Java	Second half Feb.	JAPAN	Second half Feb.
TJILIWONG..	Japan	Second half Feb.	JAVA	Second half Feb.
TJIMAHI	Java	Second half Feb.	JAVA	First half Mar.
TJIBODAS ...	Java	First half Mar.	JAPAN	First half Mar.
TJILATJAP...	Java	Second half Mar.	JAVA	Second half Mar.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.
YORK BUILDINGS, 1st floor,
Hongkong, 13th February, 1908. [16

Hotel.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the MANAGER.

Hongkong, 2nd July, 1900. [

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt. Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905. [39

IMPERIAL BREWING COMPANY, LIMITED.

PURE CREAM BEER.

For samples and prices please apply to

WINE GROWERS SUPPLY CO.

BARRETTO & CO.,

General Agents.

Hongkong, 22nd October, 1907. [45

EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,

8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight —free.

LONDON, 21, John Street, Bedford Row, W.C. CALCUTTA, 59, Bentinck Street. SHANGHAI, 566, Nanking Road.

Hongkong, 27th November, 1907. [44

Don't Worry. Don't Worry.

WHY WORRY?

CONSULT

PHAROS.

THE MYSTIC AND MODERN ASTROLOGER

YES, WHY WORRY?

About your Business, Health, Pleasures, Friends Abroad, your Love Affairs and Chances in Life.

Yes, Why Worry? Consult Pharos. He is able to advise you, Console you and Warn you. His ambition in this life is to help those in trouble, and must not be classed with the run of Palmists who use their *Supposed Gifts* to make money. Pharos is independent of this. Willing and able to help all in trouble and relieve their anxiety to the best of his ability and experience.

PHAROS HAS A MESSAGE TO YOU.

You are anxious to put your son to a business that will prosper. Will your daughter be happy in her married life? You are in love. Have I made a wise choice in mate? Shall I take a partner into my business? Should I be wise in going abroad? All these questions Pharos can answer and advise by the aid of astrology. Why not put this to the test. Send P. O. value 1/- and addressed, stamped envelope to—

PHAROS, DEPT. 14, 45, UNION STREET, GLASGOW

with your Birth Date, Full Name and Title and Town or County of Birth if possible, upon receipt of same Pharos will send you a written Test Horoscope.

With the above Pharos will send you FREE a WRITTEN FORECAST OF YOUR FUTURE.

PICTORIAL POSTCARDS.

100 ASSORTED Scotch, English & Irish Views, etc. for 1/6.
1,000 " " " " Actresses, Songs, Animals, Lovers and Comic Cards for 15/-.
English and Continental Actresses hand tinted real glossy Photographs 15/- per gross.
CHRISTMAS & NEW YEAR CARDS well ASSORTED parcel.
100 Cards for 5/- Value 1d, 2d, 3d, 4d and 6d each.
500 ASSORTED Cards for 20/-.
1 gross Jewelled Cards for 9/-.
Foreign or Colonial Stamps not accepted. Kindly send Money Order.

BRITANIA POSTCARD CO., 45, Union Street, Glasgow. [3

SIR ROBERT HART AND "THE CALL OF THE EAST."

One day in March, 1887, (writes the Hon Edwin Denby in the "Pacific Era") I called upon Sir Robert Hart, Inspector-General of Customs, to ask for an appointment in the service. The great I. G. stood, as was his custom, at a high desk in a bleak little office, unadorned save with a few Chinese scrolls upon the walls. He was enwrapped in a blanket bound about him with a leather strap, which he was accustomed to wear during the cold winters of Peking when at work. Sir Robert said: "Don't do it; don't bury yourself in China; it is not necessary for you Americans to leave your country and build up careers abroad. We of Great Britain have to; our islands are too small to hold us all, but you have a great, wonderful country. Go home, go to college and help build up your own United States, and make a career there." With the frankness of boyhood, I assured Sir Robert that I had no intention of remaining permanently in China, but would retire after my first septennial period of service, and stay at home. Sir Robert said very sadly, "Ah, no you won't! Many men who come to China think they will go home; home is always a dream, but hardly ever does a man give up service here. There is something in this service that chains us to our tasks. I have known men to resign three times, but always come back again, and take up the old work. If you stay seven years in China, you will live your life here, as I have done;—and often, in spite of the great success that I have had and the good I think I have accomplished, I regret, deeply regret, that I did not make my career among my own people, in my own land." Sir Robert's words will find an echo in many a breast in the Far East.

A RUSSIAN WINTER.

St. Petersburg, 26 Dec

British subjects living in India, Australia, and other parts of the Empire sometimes complain that they do not get real wintry weather at Christmas-time; and for that matter the inhabitants of the British Isles often make the same complaint. But no such drawback is ever mentioned by Britishers living in Russia. This year the weather in St. Petersburg has in fact been too Christmasy—21 degress Reamur below freezing point, accompanied by a wind that seemed to penetrate to the marrow of one's bones. Like most foreigners here, I wear furs, a fur cap for my head, and on my overcoat a huge fur collar that, when raised, covers both sides of my face, but in spite of that I was stopped on the street yesterday and the day before by passers-by who kindly told me that my nose was getting frozen. By timely friction I managed in both cases to save the organ in question, but a certain amount of swelling still remains to show how narrow has been my escape.

In such weather as this the shortest journey is trying, if not actually perilous; but by a curious fatality the poor are better off in the way of travelling facilities than the well-to-do. The latter get almost frozen to death in their izvoshchiks, or open cabs, while the former crowd together in the closed plebeian tramcars (tramcars are more plebeian in Russia than in England), which owing to the breath of so many people become almost comfortable.

ETHICS OF THE TRAMCAR.

As the accommodation afforded by the tramcars is, however, limited, the struggle for places in the interior reminds one of the struggles of shipwrecked men to get into the boats; and though in summer-time I often notice Russian men give up their places to ladies, no single instance of such politeness has ever come under my observation in winter. This is probably due not only to the fact that in winter the sacrifice is incomparably greater, but also to the fact that it is never appreciated. The lady who takes advantage of it seldom thanks you, as she concludes that you are leaving the car because you have reached your destination, and you cannot remain hanging on to a strap as, for some reason or other, strap-hanging is forbidden.

The lot of the very poor, who are unable to pay three ha'pence for a ride in the interior of a tram, and who cannot buy themselves warm clothes, warm food, or fire-wood, is miserable in the extreme; and it is not surprising that some of them have already been frozen to death. Their only chance of life is to crowd together in small rooms, where many of them pass the winter like snakes buried underground. Consequently a single house often contains an astonishingly large number of inhabitants; and the proportion of people who have houses all to themselves is very small. The expense of keeping a whole house heated would be too great; hence even judges, Cabinet Ministers, and some foreign diplomatic agents occupy flats.

WOOL AND WARMTH.

Naturally, the lot of the cab-driver, the policeman, and the street-hawker is very hard, although great fires are built for their benefit at intervals along the street. The peasant, however, has the worst time of all, especially in these places, where next year's famine has already begun, and where there is a scarcity of fire-wood. It needs no long acquaintance with Russia to see that if skins were not cheap and plentiful Russia would not be a habitable country. Sheepskins save millions of lives every winter; so that I shall say nothing of their odor or their condition.

Heat is the greatest treasure of Muscovy; and woe unto the traitor who lets the circumambient enemy into the fortress wherein that treasure is guarded. I shall never forget the expression of surprise and even horror which crossed the face of our Russian servant girl when on entering my room one winter's morning she saw that the little "forticule," or hinged pane of glass in one of the double windows, was open, and that the cold air was visibly streaming into the room like steam from a cauldron. Some of the steam immediately turned into water, and the water into long stalactites of ice that hung from the interior of the window frame. Crossing the room rapidly, she closed the opening without asking my permission; for why should she ask permission to close the window any more than to quench an incipient conflagration?

PROBLEMS OF FRESH AIR.

I was never able to make her understand that the admittance of a little fresh air into a room at least once or twice during the long Russian winter is advisable. Besides, if she gave way, the landlady would complain that she was not going to use up all her firewood in order "to heat the air in the street," and would cease warming my room, or the lodgers above or below would inform me that I was making their floor or ceiling ice-cold. Even in the best hotels in St. Petersburg, which one would naturally expect globe-trotting fresh-air fiends to make known the Anglo-Saxon point of view about fresh air, the servants sometimes don't heat the stove in the room of a guest who opens his window. "But you like cold, sir, don't you?" they say in surprise if the guest remonstrates.

The sole advantage that we get from this cold is the wonderful beauty of nature—"Winter's sunset lights and dazzling moon." I shall not attempt to catalogue these beauties, but I should like to mention one of them—the appearance of the forests. There has been practically no snow yet, but the branches are covered with brilliant white leaves, buds and blossoms of ice, which, in the rays of the red wintry sun, make the woods look curiously similar to Japan's famous groves of cherry blossoms.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions from The Registrar, Supreme Court, to Sell by PUBLIC AUCTION, TO-MORROW, the 14th February, 1908, at 11 A.M., on the premises, THE GOODS AND CHATTELS of the YIK LOON FIRM, Nos. 127 and 129, Second Street, Comprising:— HORIZONTAL ENGINE and BOILER, TURNING LATHES, DRILLING MACHINES, PLANING MACHINES, TOOLS, IRON PLATES, OLD IRON, &c., &c.

TERMS:—As usual.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 8th February, 1908. [214

PONIES! PONIES! PONIES!

THE Undersigned will hold their annual sale of Race Ponies by PUBLIC ROUP, opposite the City Hall, on WEDNESDAY, next, the 19th February, 1908, at 4 P.M. 50 LOTS.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 12th February, 1908. [220

Notices of Firms.

NOTICE.

WE have admitted Mr. GEORGE EDWARD MORRELL into partnership with us and the firm's business will from this date be carried on under the firm name of GOLDRING, BARLOW and MORRELL.

GOLDRING & BARLOW.

Hongkong, 1st February, 1908. [186

INTERNATIONAL SLEEPING CAR and EXPRESS TRAINS Co.

(THE GREAT TRANS-SIBERIAN ROUTE TO EUROPE.)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.

SHEWAN, TOMES & Co. Agents.

Hongkong, 31st July, 1907. [47

For Sale.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net $5.00 per Cask ex Factory.
In Bags of 250 lbs. net $3.00 per Bag ex Factory.

SHEWAN TOMES & Co., General Managers.

Hongkong, 3rd October, 1907. [52

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER, *Hongkong Telegraph* Co., Ltd.

Hongkong, 20th September, 1907. [51

Intimation.

Powell's

First Annual.

CASH SALE.

Will end

ON

SATURDAY,

FEBRUARY

15TH.

Extraordinary

BARGAINS

to be had

during

THIS WEEK.

POWELL'S

DES VŒUX ROAD,

and

28, QUEEN'S ROAD,

HONGKONG.

Hongkong, 11th February, 1908. [196

LABUAN STAMPS.

LONDON VIEWS ON PALPABLE FRAUD.

HOME GOVERNMENT TAKEN TO TASK.

In May, of last year, the *Straits Times* correspondent at Labuan wrote on the subject of the excitement in the Colony on the part of philatilists to secure surcharged Labuan stamps. His communication was followed by a warning to intending purchasers written by Mr. E. Crouch, of the Royal West Kent Regiment at Tanglin Barracks.

Truth has now taken the subject in hand, and in the issue of December 25 refers to it as follows:—

Some interesting information about bogus issues of stamps was given to me not long ago by a collector, and it seems to show that questionable practices of this nature are not unknown within the limits of the British Empire. Part of the information relates to the Colonies of Labuan and Brunei. Enthusiastic Imperialists may know all about the last-mentioned spot; for myself I must confess that I never heard of it before. I suspect it to be a small district of Borneo; but, anyhow, the Union Jack has been officially hoisted there within the last two or three years.

LABUAN'S POSTAL HISTORY.

It appears to have become, in consequence, an autonomous unity of the Postal Union, and the following is the history given to me of its postal issues:—

Labuan is known to English people only by a series of pictorial stamps. Its extent is 30 square miles. According to the Colonial Office List for 1901, it has a white population of 51. There is no local coinage, the Straits dollar being used. For years this microscopic colony has issued postage stamps, and they must have been sold to the amount of hundred weights They can be purchased in London post-marked to order. They have been looked upon, however, as only suitable for schoolboys' collections, and by collectors they have always been termed rubbish.

RUBBISH.

On January 1st, 1907, Labuan was incorporated with the Straits Settlements, consequently no more Labuan stamps were needed, and the unsold stock was out of date, Brunei, some 45 miles from Labuan, is the capital of a more or less barbarous State, which recently became a British Protectorate Brunei has now issued stamps, and the opportunity was taken of unloading the unsold stock of Labuan. Several thousands of the old Labuan stamps were surcharged Brunei, and in some instances the denomination was altered. With the exception of a few dozens of stamps used on letters and a few sent to the Postal Union at Berne (the Stationers' Hall of the stamp world, whereby they become registered as stamps), the whole of this rubbish has been unloaded on the gullible stamp-collecting public at 50s. for a set of a dozen stamps. It would seem, however, that the operation was not conducted without difficulty, for one dealer, who seems to have acted as distributor-general in London, for these stamps, stated a few months ago that there had been a depreciation of value, and he was presenting to his clients another set of stamps which have been surcharged Straits Settlements, because the Straits Settlements will undertake in future the onerous postal duties of Labuan and Brunei.

ILLITERATE BLACKAMOORS.

In further proof of the fictitious nature of this issue, the dealer in question—who alone appears to be in the secret—stated that whereas the Brunei stamps were generally surcharged in red, 100 1-cent stamps were surcharged in black. The one hundred black-surcharged stamps have, as far as I know, not been quoted by dealer; but had the others, which were put on the market at 50s. the set, sold successfully, it is safe to says that these one hundred would have made their appearance ere now at fancy prices—not less than £5 or £6 each. The question arises why so small a number as one hundred should have been printed in black, and the answer is not difficult to see. The trade papers boomed these stamps to the utmost. One informed its readers that the population of Brunei is 12,000. So it may be, but the 12,000 are illiterate blackamoors.

FANCY PRICES.

If a Government, rich or poor, can make a little money in relief of the burdens of taxation by manufacturing articles for which there is a certain demand at fancy prices, I am by no means prepared, being a taxpayer myself, to say that there is any moral wrong in its doing so. But if the fact is that collectors, if they knew all the circumstances, would not pay fancy prices for particular stamps, and if advantage is taken of their ignorance in putting bogus issues of stamps on the market, the operation is not honest, and no Government ought to condescend to such practices.

The whole question is well worth the attention of the Colonial Office, and I commend it specially to the notice of Mr. Winston Churchill, who is blessed with abundance of energy and desire for distinction.

QUARTER OF MILLION A YEAR LOST FOR LOVE.

DRAMATIC SEQUEL TO A GERMAN COUNT'S WEDDING.

Count Erasmus Erbach was last month seized at Frankfort-on-Main, and carried off to a lunatic asylum. He violently resisted his captors, and after being overpowered, attempted on the way to the asylum to escape.

The Count's friends declare that he is perfectly sane, and that his seizure is illegal. His lawyers have made an application to the High Court for his immediate release.

Count Erbach was seized on the application of his father and relatives, who consider him insane because he married the pretty daughter of a washerwoman. The marriage was declared null and void.

The love story of the young Count and his bride is of the most romantic character. Count Erasmus is the heir to all the wealth and possessions of one of the most famous German families. His father's annual income is said to reach £250,000. He owns three large estates, with castles on them, as well as magnificent residences in Berlin, Munich, and Vienna.

The prospect of one day possessing all this wealth was voluntarily surrendered by the young Count for love. When eighteen years of age he was riding in the forest at Erbach when he met the young girl who was to become his wife.

They both fell in love at first sight, and many meetings followed. But the girl was only a washerwoman's daughter, and the Count's father threatened to disinherit him if he had more to do with her, while her father and mother were equally strenuous in their opposition to the intimacy.

Count Erasmus declared that he would marry the girl when he came of age. When that time arrived he eloped with his lovely sweetheart in a motor-car, and, crossing the French frontier, came to London via Paris where they were married.

When the marriage became known to Count Erasmus's friends, his father called a family council, at which it was decided that Count Erasmus should be disinherited and regarded as an outlaw unless the marriage were annulled.

Intimations.

E. R.

NOTICE is hereby given that the PEAK TRAMWAYS COMPANY have submitted to the Government revised plans shewing the route of the proposed new Tramway from the Queen's Road end of Battery Path via Glenealy Valley to the Peak. The route now proposed cuts the lower part of the North-eastern edge of the Public Gardens and then, passing on trestles along their Western extremity, and within 100 yards of the Roman Catholic Cathedral, crosses Robinson Road about 30 yards to the East of its junction with Conduit Road. Continuing upwards it passes within 120 yards of Inland Lot No. 1568 and adjoins the Peak Road opposite Inland Lot No. 1146, keeping after that to the Eastern slope of Victoria Peak.

Owners of adjacent property and the general public who may be interested in the effect of the Tramway upon the Public Gardens can inspect the plans and drawings at the offices of the Director of Public Works for a period of one month from this date between the hours of 10 A.M. and 4 P.M.

By Command,

F. H. MAY,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 11th January, 1908. [114

PABST BREWING COMPANY, MILWAUKEE.

FRESH SUPPLIES
ALWAYS KEPT IN STOCK
BY
SIEMSSEN & Co.,
Agents for
HONGKONG & SOUTH CHINA.
Hongkong, 29th July, 1907. [55

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 7th March, 1907. [46

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.
7.30 a.m. to 9.30 a.m. ...Every 10 minutes
9.30 a.m. to 11.00 a.m. ...Every 15 minutes.
11.30 a.m. to 12.45 p.m. ...Every 15 minutes.
12.45 p.m. to 1.15 p.m. ...Every 10 minutes.
1.15 p.m. to 1.45 p.m. ...Every 15 minutes.
1.45 p.m. to 2.15 p.m. ...Every 10 minutes.
2.15 p.m. to 3.00 p.m. ...Every 15 minutes.
3.30 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 8.00 p.m. ...Every 10 minutes

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ...Every 15 minutes
9.00 a.m. to 9.30 a.m. ...Every 30 minutes.
9.30 a.m. to 10.30 a.m. ...Every 15 minutes.
10.30 a.m. to 11.00 a.m. ...Every 10 minutes.
11.45 a.m. to 12.00 noon...Every 15 minutes.
12.00 Noon to 1.00 p.m. ...Every 10 minutes.
1.00 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 6.00 p.m. ...Every 10 minutes.
6.00 p.m. to 7.00 p.m. ...Every 15 minutes.
7.00 p.m. to 8.00 p.m. ...Every 10 minutes

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vœux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 4th June, 1907. [57

Intimations.

CONFIDENCE

said Lord Chatham, "is a plant of slow growth." People believe in things that they see, and in a broad sense they are right. What is sometimes called blind faith is not faith at all. There must be reason and fact to form a foundation for trust. In regard to a medicine or remedy, for example, people ask "Has it cured others? Have cases like mine been relieved by it? Is it in harmony with the truths of modern science, and has it a record above suspicion? If so, it is worthy of confidence; and if I am ever attacked by any of the maladies for which it is commended I shall resort to it in full belief in its power to help me." On these lines

WAMPOLE'S PREPARATION

has won its high reputation among medical men, and the people of all civilized countries. They trust it for the same reason that they trust in the familiar laws of nature or in the action of common things. This effective remedy is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. It quickly eradicates the poisonous, disease-breeding acids and other toxic matters from the system; regulates and promotes the normal action of the organs, gives vigorous appetite and digestion, and is infallible in Prostration—following Fevers, Anæmia, Scrofula, Influenza, Wasting Diseases, Throat and Lung Troubles, etc. Dr. W. A. Young, of Canada, says: "Your tasteless preparation of cod liver oil has given me uniformly satisfactory results, my patients having been of all ages." It is a product of the skill and science of to-day and is successful after the old style modes of treatment have been appealed to in vain. To try it is to trust to it forever after. It cannot disappoint you and is effective from the first dose. Sold by chemists everywhere.

6

WANTED.

LODGINGS, preferably in Kowloon. State terms
Apply to—
A. B.,
C/o *Hongkong Telegraph.*
Hongkong, 27th January, 1908. [167

NOTICE.

THE only Edition of the RACE BOOK and PROGRAMMES authorized by the Stewards of the Jockey Club are those printed by Messrs. NORONHA & Co.

T. F. HOUGH,
Clerk of the Course.
Hongkong, 17th January, 1908. [137

HONGKONG JOCKEY CLUB.

RACE MEETING, 1908.

SATURDAY (OFF-DAY), 15th February.

TICKETS of ADMISSION to the GRAND STAND and ENCLOSURE may be obtained from Messrs. KELLY & WALSH, LD., or at the Gate. Tickets for the Off-Day, $2.

No one admitted without a Ticket to be shown to the Ticket Inspector at the Gate.

T. F. HOUGH,
Clerk of the Course.
Hongkong, 13th February, 1908. [204

HONGKONG JOCKEY CLUB.

THE STEWARDS request the pleasure of the presence of the LADIES at the GRAND STAND and ENCLOSURE during the Race 15th instant.

A Stand and Enclosure will be reserved for Members and Members' Wives and Families, Tickets for which are now being sent out with the Members' Tickets.

All Tickets must be produced to gain admission.

Special accommodation will be reserved as in recent years for Chinese Ladies and their Female attendants in the Stand erected on the plot of Ground next to the Lusitano Club Stand.

T. F. HOUGH,
Clerk of the Course.
Hongkong, 13th February, 1908. [205

HONGKONG JOCKEY CLUB.

NO Children under the age of 14 years will will be admitted into the enclosure.

T. F. HOUGH,
Clerk of the Course.
Hongkong, 7th February, 1908. [206

HONGKONG JOCKEY CLUB.

NO SERVANTS will be allowed inside the ENCLOSURE of the RACE COURSE during the Race days WITHOUT TICKETS which can be had on application to the undersigned. These Tickets are only available for servants while in attendance on their employers or when on duty at the various Stands.

Any Chinese found loitering about with servants' passes in their possession will forfeit them and the holders thereof will be removed from the enclosure.

T. F. HOUGH,
Clerk of the Course.
Hongkong, 7th February, 1908. [207

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP .....$1,000,000.)

Loans on Mortgage of House Property, &c
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).

THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c.,
Undertaken and Executed.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 2nd December, 1907. [41

Entertainment.

THEATRE ROYAL CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB
WILL PRESENT
"THE LIARS"
AN ORIGINAL COMEDY, IN FOUR ACTS,
BY
HENRY ARTHUR JONES,
ON
THURSDAY .....20th February
FRIDAY .....21st "
and
SATURDAY .....22nd "
Doors open at 8.30 P.M. Performance at 9 P.M.
Prices .....$3, $2 and $1.

Sailors and Soldiers in uniform half-price to Pit Stalls and Pit.

Booking Office at the ROBINSON PIANO CO., open on and after MONDAY, the 10th February, 1908, at 10 A.M.

Hongkong, 7th February, 1908. [94

Intimations.

HONGKONG HORTICULTURAL SOCIETY.

THE ANNUAL FLOWER and VEGETABLE SHOW will be held in the BOTANIC GARDENS on WEDNESDAY and THURSDAY, 26th and 27th February.

Intending exhibitors are reminded that information of the Classes in which they intend to exhibit should be sent to the Hon. Secretary, 6, Beaconsfield Arcade, not later than WEDNESDAY, the 19th February.

Non-Members will be charged an entrance fee of 50 cents for each class entered.

Gardens entered for "Best kept Gardens" will be judged between 20th and 24th February.

All Pot plants must be staged between 9 A.M. and 6 P.M. on the 25th February. Vegetables and Cut Flowers by 10 A.M. on the 26th February.

L. GIBBS,
Hon. Secretary.
Hongkong, 8th February, 1908. [210

RACE BOOKS, 1908.

FOR SALE. PRICES:

LEATHER-COVERED .....$2.00 each.
CLOTH-COVERED ..... 1.75 "
PAPER COVERS ..... 50 "

May be had from
NORONHA & CO.,
Printers to the Hongkong Jockey Club.
KELLY & WALSH, LD.
W. BREWER & CO.
Hongkong, 18th January, 1908. [139

OPEN CYCLE RACE.

FIRST PRIZE:
New Humber Bicycle.

SECOND PRIZE:
Pair Dunlop Tyres.

THIRD PRIZE:
Pair of Inner Tubes, one Bell and one Lamp

ALL PRIZES PRESENTED
BY
THE DRAGON CYCLE COMPANY.

The Scratch Road-race for the above prizes will take place on CHINESE NEW YEAR-DAY over a course to be announced later.

ENTRANCE FEE .....$3.

ENTRIES CLOSE ON JANUARY 31, WITH
THE DRAGON CYCLE CO.,
13, D'AGUILAR STREET.
Hongkong, 16th January, 1908. [56

SWATOW DRAWN WORK COMPANY,
38, WELLINGTON STREET.

Dealers in all kind of
HAND-MADE DRAWN CHINESE LINEN, GRASS CLOTH, &c.,
all of the best quality;
ALSO
SWATOW BEST PEWTER-WARE.
CANTON EMBROIDERY and CHINESE LACES,
all from the best French patterns.
HONGKONG AND SWATOW.
Hongkong, 19th October, 1907. [11

To Let.

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14 Des Vœux Road Central (formerly occupied by Messrs. Shewan, Tomes & Co.)

HOUSE No. 11, Seymour Road, newly painted and colour-washed.

ONE FIVE-ROOMED BUNGALOW, "The Neuk" No. 84, Mount Gough, Peak. Garden and Tennis. (From 1st April next).

Apply to—
THE COMPRADORE DEPARTMENT,
Jardine, Matheson & Co., Ltd.,
Connaught Road Central.
Hongkong, 4th February, 1908. [188

TO LET.

NOS. 4, 6, & 8, LEIGHTON HILL ROAD.

Apply to—
HONGKONG AND KOWLOON LAND AND LOAN CO., LD.,
No. 8, Queen's Road West.
Hongkong, 14th January, 1908. [126

TO LET.—FURNISHED.

A SIX-ROOMED HOUSE on Robinson Road.

Apply to—
"X,"
C/o *Hongkong Telegraph.*
Hongkong, 10th February, 1908. [215

TO LET.

A HOUSE in KNUTSFORD TERRACE, KOWLOON.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st February, 1908. [67

TO LET.

OFFICES on TOP FLOOR, No. 2, CONNAUGHT ROAD, facing the Cricket Ground.

No. 10, DES VŒUX ROAD CENTRAL, 1st Floor.

'HATHERLEIGH,' Conduit Road.

A HOUSE in CLIFTON GARDENS, Conduit Road.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 16B, DES VŒUX ROAD next to the Hongkong Hotel.

FLATS in MORETON TERRACE.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 6th February, 1908. [69

TO LET.

NO. 5, MORRISON HILL.

ONE FOUR-ROOMED HOUSE, at PRAYA EAST, near East Point.

Apply to—
JARDINE, MATHESON & Co., Ld.
Hongkong, 19th October, 1907. [60

TO LET.

HOUSES in AUSTIN AVENUE, Kowloon. Immediate Possession.

Apply to—
E. D. SASSOON & Co.,
Compradore Department.
Hongkong, 29th January, 1908. [177

TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy Town.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st February, 1908. [159

TO LET.

4-ROOMED HOUSES in GAP ROAD near the Race Course within easy access to the Lower Level Tramway. Rent very moderate.

FLATS for Europeans in WILD DEL BUILDINGS, No. 147, Wanchai Road.

Apply to—
PERCY SMITH & SETH.
Hongkong, 16th December, 1907. [72

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT No. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.
Hongkong, 20th June, 1904 [58

Dr. M. H. CHAUN,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY
33, QUEEN'S ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 19th April, 1901 [74

Intimation.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

SCOTCH WHISKY.

	Per Bottle.
A—THORNE'S BLEND	$1.00
B—WATSON'S GLENORCHY, Mellow Blend	1.05
C—WATSON'S ABERLOUR-GLENLIVET (Peat Whisky)	1.15
E WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY	1.40
THORNE'S OLD VAT, No. 4	1.30
MUNRO'S "HOUSE OF LORDS"	1.40
DANIEL CRAWFORD'S FINEST VERY OLD SCOTCH WHISKY	1.40

Our celebrated "E" Blend, very old Liqueur Scotch Whisky is a blend of the finest pot distilled Whiskies in Scotland, specially selected and matured. It is of great age, very fine and mellow. Its superior quality has established its reputation as the

LEADING SCOTCH WHISKY IN THE EAST.

A. S. WATSON & CO., LIMITED,

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

Hongkong, 25th January, 1908. 133

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

DEATH.

BARNETT.—On Feb. 12th, at Highbury New Park, London, N. BARNETT, the wife of the Rev. E. J. Barnett, Warden of St. Stephen's College, Hongkong. [221

The Hongkong Telegraph

HONGKONG, THURSDAY, FEBRUARY 13, 1908.

SHIPPING IN 1907.

John White's *Annual Shipping Review*, now in its thirty-seventh year, a publication well known as an authority on all matters maritime, in its issue dated January 1, admirably surveys the condition of the shipping industry during the past year. *The Review* points out that the year 1907 has closed with the industry, both for the shipowner and the shipbuilder, in a very unsatisfactory condition. The high cost of production and the increase in working expenses, coupled with the marked decrease in freights, have resulted in a great falling-off in the number of contracts for the construction of new steamers. While this stagnation in the shipbuilding industry has been advantageous to shipowners, it has caused much distress among working men. *The Review* somewhat naively suggests that the money which was wasted, by the men in strike pay during good times, when work was plentiful, would have relieved the present unavoidable distress. The mutual inter-dependence of labour and capital are clearly illustrated in the present situation. The incessant demands of the engineers and other workmen employed in the shipbuilding industry for higher and higher wages have been an important factor in causing the present decline in shipbuilding, with the result that instead of getting higher wages the workmen are thrown out of work altogether and their employers suffer with them. The only persons who benefit, as has already been pointed out, are the capitalists who are already shipowners. Considering the generally unsatisfactory freight rates throughout the year and the high working expenses on account of the increased wages of seamen and other kinds of labour, dear bunker coal and dear stores, the *Review* thinks it surprising that practically all serviceable steamers were kept in operation. When freights were in a similar state, in 1891, there were 600,000 tons of steamers laid up in British ports. No doubt some lines kept their steamers in operation at a loss during the year just closed. Although shipping is exceptional, in view of its peculiar characteristics, it seems as though there ought to be a possibility of regulating freights, just as other prices are regulated, so that shipowners might not be the victims of the many devices practised for freight depreciation. There was much similarity between the freights of the past year and those of fourteen years previously, though at that time the homeward-bound rates from Calcutta were even lower than those of 1907. *The Review* chronicles some extraordinary voyages undertaken last year. Among these was one from the Tyne to Java in ballast, to load home at a very ordinary rate. In July, steamers were sent from the Rio de la Plata to Java and Karachi to load home. Other vessels had gone in ballast from Bombay to Australia to load home. The opening of new routes, and special calls along well-established routes, helped largely, however, in saving the situation from utter wreck. There has been an unusual demand for tonnage from Great Britain, the Continent and Australia to the West Coast of America. This has been largely due to the heavy grain shipments from northern Pacific ports, and the shipment of 200,000 tons of coal to the Pacific Coast of the United States for the use of the fleet which is now circumnavigating South America. In the Rio de la Plata trade, there has been great fluctuation in the rates during the year. In January, the homeward rate from the river was 11s. 6d. By the first of March, the rate had gone up to 20s., but it declined to 9s. in July and has not varied much from that figure since, though 18s. has been paid as a rate for the coming Spring. Even this latter figure is inadequate, considering the long voyage on dear coal, the costly labour, and the prolonged detention in the river. The *Straits Times* can hardly agree with the *Review* in its statement that the China coasting trade has practically ceased for British, Scandinavian and German steamers. *The Review* states that many British steamers have been laid up in Chinese ports and that about 100 Norwegian steamers have left the coast, as have also the German boats. There have probably never been anything like a hundred Norwegian steamers plying at one time on the coast, but there are still some, and a good many German vessels as well as British, still doing a fair business, notwithstanding the return to the merchant marine of the large amount of Japanese tonnage which was otherwise engaged during the recent war. Among the new sources of profitable cargoes, the *Review* mentions Natal, from which what promises to become a considerable business in coal exportation has begun. Singapore received her first cargo from these coal-fields only a short time ago and is likely to be greatly interested in their development. While the conditions during the past year have not been encouraging for the British shipowner, and the present outlook seems little brighter, foreign shipbuilding continues to extend. Steamers up to 13,000 tons gross register, with turbine machinery, are being built in Japan, mostly of Japanese materials, of which all will in the near future be procured from her own markets and workshops. Australia is favourably placed for shipbuilding, and is going into the business on a large scale. Many new foreign lines have been established during the year, most of them serving as connecting links between various portions of the Old and the New World, while new lines between Japan and Calcutta and Vancouver and Mexican ports are mentioned. A powerful amalgamation has been formed of the chief Italian lines. The production of merchant steamers from British yards in 1907 fell short about 200,000 tons from the figures of the previous, but the figures for the present year will be still less encouraging, owing to the small number of steamers now under construction. The principal increase in tonnage was represented in the leviathan passenger liners, and meat, oil and fruit carriers, trawlers, and such like. The orders for ordinary cargo steamers have been comparatively few. *The Review* points out that it is no consolation to know that in other directions of commerce, as well as in shipbuilding, the results have been equally unsatisfactory, if not worse, but suggests that there is satisfaction in the knowledge that the recuperation of the shipping industry is largely in the hands of shipowners, who, by restricting the addition of tonnage and combining to regulate freights and distribute existing tonnage can in some measure prevent the markets from becoming glutted and the rates from getting more demoralised, but this does not materially brighten the outlook of the shipbuilding industry.

THE business of the Tokio Horse Improvement Company, promoted last year, is reported, says the *Japan Mail*, to have been very successful. The gross income was Y151,901.80 and expenditure Y56,279.84, leaving a balance of net profit of Y95,621. Of this sum, Y62,500 was distributed among shareholders as a dividend. The registered capital of the company is Y2,000,000, and of this amount Y250,000 only was paid up.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

SHANGHAI TRAMWAYS.

MEETING OF RICKSHA PULLERS AND MAFOO.

PROMPT ACTION BY MUNICIPAL COUNCIL.

[*From Our Own Correspondent.*]

Shanghai, 13th February, 3 p.m.

The mafoos and ricksha pullers are much perturbed over the prospect of the early running of the electric tramcars.

Several anti-tramway meetings have been held.

The Municipal Council has issued a warning to all ricksha-men and mafoos in the Settlement against holding future meetings.

[*Reuter's.*]

Franco-American Arbitration Treaty.

London, 11th February.

A Franco-American Arbitration Treaty, on any issue, has been signed in Washington.

The British Navy.

Forty Liberal Members of the House of Commons have passed a resolution at a meeting protesting against a reduction of the Navy Estimates.

FREE LECTURE TO-NIGHT.

"Dr. Samuel Johnson" is the topic of the lecture to be given to-night by Consul-General Wilder in the Union Church Literary course. There is no admission, and the hour is 9 o'clock

LOCAL AND GENERAL.

THE German mail of the 15th January was delivered in London on the 12th inst.

THE Vice-Minister of the Korean Educational department has notified the heads of the different schools that they must establish Japanese language recitation classes within a week, it being necessary that the Japanese language should be better known in Korea than it is at present.

CHINESE deported to their own country by the Netherlands India Government receive from the latter orders for five dollars each, payable by the agency of the Dutch Trading Society, at Hongkong. To guard against fraud or chicanery, it has been decided that the official who certifies the orders must also send advice of the latter by sealed letters addressed to the agency.

THE gold mining industry in Indo-China is hampered greatly by customs import duties on the several pieces of machinery which make up a mining outfit. The matter was laid before the Minister for the Colonies at Paris, whose attention was drawn to the need for encouraging gold mining in the Colony by lightening the burden of taxation on the machinery which has to be imported from foreign lands. The Minister admitted the justice of the claim and directed that gold mining machinery imported into the Colony from abroad should be taxed as one unit, at the rate of eight francs on every 100 kilogrammes of weight.

AFTER prolonged discussion between the Wai-wu-pu and the Chief Comptroller of the Imperial Chinese Customs, the Wai-wu-pu has declared that foreign merchant vessels on the Yangtse-kiang often violate the treaties. The Chinese government is therefore compelled to notify foreign countries maintaining treaty relations with China that they must respect the provisions of the Yangtse Trading Treaty of 1899. Foreign vessels are only allowed to navigate between Chinkiang, Nanking, Wuhu, Kiukiang, Hankow, Shasi, Ichang and Chungking and no demand for permission to trade with other ports can be entertained.

THE *Perak Pioneer* says that no suit under the value of $25 is now entertained in the local Court of Requests, all plaintiffs, irrespective of nationality, being referred to the Penghulu's court. Resort to the Penghulu's Court is purely optional on the part of the plaintiff and a Magistrate is bound under the provision of the Courts Enactment to entertain civil suits of any value whatsoever, so long as it does not exceed his pecuniary jurisdiction. The present enforced resort to the Penghulu's Court is likely to cause much inconvenience to parties unacquainted with Malay, in which language all processes are issued from that tribunal.

THE members of the Upper House belonging to the Doyo-kai, Kenkyu-kai and Chawa-kai intend to introduce in the Diet a proposal prohibiting or limiting race clubs in general. They are of the opinion that the Horse Breeding Office does not pay sufficiently careful attention to the establishment of race clubs but gives permission without any restriction as to the nature of the associations. As a result, in the vicinity of Tokio only, there are 5 race courses, namely at Ikegami, Kawasaki, Meguro, Itabashi and Matsudo. The only object of these clubs is to raise money through betting and not to improve horses. Such associations are injurious to social order.

ARREST OF S.S. "TATSU MARU."

JAPANESE OFFICIAL VERSION.

CANTON CONSUL-GENERAL INTERVIEWED.

[*From Our Special Representative.*]

Canton, 12th February, 1908.

In the columns of the *Hongkong Telegraph* there have appeared the Portuguese and Chinese versions of the seizure of the Japanese steamer *Tatsu Maru No. 2*, near Macao, on the 6th instant. To complete the presentation of the reports of the arrest it was necessary to obtain the story from the Japanese who are the most concerned in a question which may involve far-reaching consequences, although it is to be hoped that its settlement will be concluded to the satisfaction of all parties concerned.

The Consul-General for Japan at Canton has been interviewed, and this official has been most courteous in making available all the general facts that may be communicated with propriety without prejudicing the progress of official negotiations at the present stage.

When a copy of the *Hongkong Telegraph* containing the first detailed report of the vessel's seizure was placed before the Consul, he intimated that he had already perused the account which, in all essential details, is corroborated by the report received at the Consulate-General from Captain Terumine of the s.s. *Tatsu Maru No. 2*. In the Captain's report it was stated that, on the 5th inst., at about 2 p.m., a Chinese Customs official boarded the steamer while lying at anchor off Point Cabrita, midway between the Peninsula of Macao and a small group of islands opposite. On the following day (6th inst.), at 3.45 p.m., a Chinese officer, who was later learnt to be Captain Ng, boarded the *Tatsu Maru* and after some conversation, he ordered Captain Terumine to lower the Japanese flag. When asked the Captain denied the truth of the Chinese allegation of any attempt at a demonstration of aggressiveness on the part of the Portuguese soldiers, much less the story that the latter levelled their revolvers or rifles at the Chinese officer's head. Captain Terumine refused to comply with Captain Ng's request to lower his national flag unless the Chinese authorities affirmed the seizure of his steamer, when the national character of the vessel would be altered. Upon an assurance being forthcoming that the vessel had been placed under arrest by direction of the higher authorities, the flag of the Rising Sun was lowered and the Dragon Flag run aloft.

From the Japanese point of view this act on the part of the Chinese officials constituted a violation of International Law, and the Chinese were exercising a right *ultra vires* in subverting the national character of the steamer.

The Captain, officers and passengers realizing the seriousness of the act of the Chinese, considered themselves prisoners on a vessel that had been, in their opinion, unlawfully seized as a prize.

Arriving at Whampoa, Admiral Li Chun granted permission to Capt. Terumine to proceed to Canton where an official, written report of the arrest was lodged at the Japanese Consulate-General on the 10th inst. After exhaustive inquiry the Consul arrived at the opinion that the matter was one for settlement between the High Authorities of the Governments of China and Japan, respectively. He, accordingly, telegraphed full particulars of the case to the Minister of Foreign Affairs at Tokio.

On the same day a letter was received from the Chinese Imperial Maritime Customs authorities at Canton, through the Japanese Consul, by representatives of the owners of the *Tatsu Maru No. 2*, that, unless the owners make an official application, through the Japanese Consul, to the Chinese authorities, by the 17th inst., to have the case fully investigated the steamer and cargo would be confiscated according to Treaty stipulations.

The stipulations are provided in Article V. of the Treaty of Commerce between China and Japan, signed at Peking on the 21st July, 1896, which reads:—

"Art. V.—Japanese vessels may touch for the purpose of landing and shipping passengers and merchandise, in accordance with the existing Rules and Regulations concerning foreign trade there, at all those places in China which are now ports of call, namely, Ngan-chiang, Ta-tung, Hu-kow, Wu-sueh, Lu-chi-kow, and Woosung and such other places as may hereafter be made ports of call also. If any vessel should unlawfully enter ports other than open ports and ports of call in China or carry on clandestine trade along the coast or rivers, the vessel with her cargo shall be subject to confiscation by the Chinese Government."

It is uncertain if the application for the Court of Inquiry, demanded by the Imperial Maritime Customs, has yet been complied with. It is, moreover, doubtful if the owners of the vessel will make such an application at the present time when the question has been removed from the domains of a commercial dispute into that for diplomatic negotiations. At any rate, our information is that correspondence has been exchanged between the Japanese Consul and H.E. Viceroy Chang. What the exact tenor of the interchange of official despatches has been, the officials on both sides are naturally very reticent. We have gathered this much that, up to the 11th inst., the Japanese Consul at Canton was without definite instructions from the Foreign Ministry at Tokio.

Besides the arms and ammunition—the subject matter of the dispute—on board the s.s. *Tatsu Maru* at the time of her seizure—she had, as already reported, a cargo of coal and a large quantity of Japanese marine produce consigned to Hongkong merchants.

AGENTS of German shipbuilding companies have been most active in Peking in obtaining contracts for the supply of vessels for China's new Navy, and it is stated from the capital that a contract for forty torpedo-boats to be built in Germany is about to be signed by the Ministry of War.

THE RACES.

STEWARDS:—His Excellency Sir F. J. D. Lugard, K.C.M.G., C.B., D.S.O.; His Excellency Admiral Sir A. W. Moore, K.C.B., K.C.V.O., C.M.G.; His Excellency Maj.-Genl. R. C. Broadwood, C.B.; Commodore Robert H. S. Stokes, R.N.; Sir Paul Chater, Kt., C.M.G.; The Hon. Mr. F. H. May, C.M.G.; Major H. P. E. Parker; The Hon. Mr. Henry Keswick; Mr. J. A. Jupp; Captain F. W. Lyons; Messrs. J. C. Peter; H. P. White; G. C. C. Master, and C. H. Ross.

STEWARDS IN CHARGE OF THE SCALE:—Captain F. W. Lyons and Hon. Mr. H. Keswick.

HANDICAPPER:—Major H. P. E. Parker.

JUDGE:—Sir Paul Chater, Kt., C.M.G.

ASSISTANT JUDGE:—Mr. J. A. Jupp.

STARTER:—The Hon. Mr. F. H. May, C.M.G.

SECOND STARTER:—Mr. C. H. Ross.

TIME KEEPER:—Mr. T. S. Forrest.

HON. TREASURER:—Mr. O. W. May.

CLERK OF THE COURSE:—Mr. T. F. Hough.

The third and concluding day of the annual races was brought off to-day. It was also the Ladies' day. The weather was dry, but chilly. Occasionally fitful gusts of wind swept down the valley, but as the day wore on the wind died away and the afternoon was a most enjoyable one after the tiffin adjournment. The attendance was quite as large as on the two previous days, the number of ladies being even greater, and their pretty costumes imparted life and colour into the animated scene that was witnessed within the enclosure. The Governor, Lady Lugard and party arrived after the second race was run and remained throughout the day watching the various interesting events. Within the ring the crowd of Chinese was larger than on the first two days. The private stands and booths were all well filled. The Band of the 3rd Middlesex Regiment again attended and, under the baton of Bandmaster Calthorpe, delighted the spectators with the following selections, which were most pleasingly rendered:—

March	"Oh! Steer my Bark to Erin's Isle"	Arbuckle
Valse	"Wiener Frauen"	Lehar
Selection	"A Chinese Honeymoon"	Talbot
Two-Step	"The Cherries"	Cremieut
Valse	"Espana"	Waldteufel
Selection	"The Cherry Girl"	Caryll
Sketch	"Down South"	Myddelton
Valse	"Tres Jolie"	Waldteufel
Selection	"The Merry Widow"	Lehar
Two-Step	"At a Georgia Camp meeting"	Mills
Cornet Polka	"Les Folles"	Waldteufel
Selection	"The Cingalee"	Monckton
Valse	"Syringa"	Taylor
Two-Step	"Navaho"	Alstyne
Galop	"John Peel"	Gladman

As for the racing the fields were, as a rule, large; the events keenly contested, and several finishes most exciting. There were no great surprises, with the exception of the race for the Consolation Stakes, and backers of the favourites must have done well. Jubilee Rose's defeat in the first and second days was made up by his first win of the meeting in the opening race of the day when Mr. G. C. C. Master piloted him home a winner, after a good race, from eight others. Jubilee Rose, by this win, was qualified to enter for the Champions. The Great Southern Stakes was pulled off by Mr. G. C. C. Master again, on York Rose, defeating Mr. John Peel's Quorn, who ran second and Starlight placed third. There was a field of seven ponies for the Hongkong Stakes. Lowlander had to be led to the starting post where he gave some trouble by his restlessness, before the field was got away. When the flag fell Redavni assumed the lead, pursued by Lowlander and Fleetwood. Finesse (Mr. Jordan up) was a long way last, and he was conspicuous by walking in passed the post several seconds after the winner had caught the Judge's eye. From the incline into the village bend Fleetfoot and Lowlander—the favourites—joined partnership, and secured the lead from Redavni at the village into the home straight. Fleetfoot, in spite of his heavy penalty, won without difficulty by several lengths; Lowlander came in third, being beaten by Resignation, who got second place.

The Ladies' Purse brought out a field of six ponies. The bettings were:—To wins: Homocea 197, Astral 191, Glorious Rose 174, Blue Nile 39, Eglinton 16 and Corrie 15. For places: Homocea 331, Astral 261, Glorious Rose 146, Blue Nile 95, Corrie 67, Eglinton 57. Mr. Master started two ponies; Blue Nile did the pacing for his favourite stable companion—Astral. Of a good start Glorious Rose had a small advantage which Dupree made the most of by rushing to the front and by the time half the distance was covered Glorious Rose was leading into the village by about ten lengths. Astral, who was lying fourth, a long way behind, now came up with a rush. To make up his leeway was no easy matter and what increased Master's difficulties was being in the centre course, between Glorious Rose on the rails and Eglinton to his left. A fine race home saw Glorious Rose a winner by a length, Astral a good second, and Eglinton third. After the race the ladies adjourned to the Grand Stand and Miss Layton presented Mr. Dupree, the rider of Glorious Rose, with the purse contributed by the ladies of Hongkong. Mr. Dupree suitably acknowledged and presented Miss Layton with a beautiful bouquet of flowers done up in the Jockey Club's colours. Three cheers were then given for Miss Layton, Mr. Dupree then conducted the lady to tiffin in the Jockey Club's stand.

There were nine starters for the Flyaway Stakes. Baluchi Chief started on a round spin before the race. When the field was sent off he assumed the lead and held it to the home straight when he had to surrender to Mr. Buxey's Derby griffin—Jubilee Rose—who won the second race of the day. The Phaethon Stakes was a walk over for the favourite—Mohawk Chief (Mr. Hayes up). This race was the rider's first win this meeting. Mrs. Kadoorie led the pony in and was loudly cheered. A field of thirteen ponies contested for honours in the Kowloon Stakes. It was won easily by Sofrano Rose; his stable companion—Black Prince Rose—threw Mr. Hickman off the saddle before the start and ran round the course into the stable.

The Consolation Stakes brought out a surprise in Patrick Pride's win which earned for his backers the biggest dividend paid at the meeting in the Pari-mutuel, viz., $366.30 for a win. For a place a $5 bill brought in $48.80 for the lucky holders.

The best of all the best stables were pitted against one another for the Champions, Mr. John Peel's, Mr. Buxey's, and Mr. F. B. Marshall's stables being represented by three ponies each. The bettings were:—

	To win.	For places.
Fleetfoot	46	109
Quorn	31	45
Kirkwood	132	250
Palm Tree	50	106
Spring Rose	840	668
Mystic	167	270
York Rose	32	44
Glorious Rose	36	45
Coxcomb	45	81
Homocea	23	27
Nutmeg Tree	22	37
Total	1,424	1,682

Spring Rose was far and away the hottest favourite and Mr. G. C. C. Master fully justified his reputation and the confidence of his backers. Homocea made the pace very fast for the field from the very first. He led by twenty lengths on negotiating the hill, but had no staying power to keep the rapid pace. Glorious Rose followed him. When the bend was reached Fleetwood spurted but to no purpose. Spring Rose from well down the bunch answered each call and forged ahead with his stable companion—York Rose—who raced in partnership to the straight. Kirkwood, coming up, could only pursue the Roses at their heels whom he never out-distanced. The stable companions romping home and the brown (Mr. G. C. C. Master's mount) showed his white front a length ahead from York Rose. The distance was covered in 2.36 against Triumph Rose's time of 2.38 3/5 last year. The Nil Desperandum Stakes brought out 19 ponies and was won by Glenlui.

Thus concluded another race meeting which will do down to history as one of the most successful that has been witnessed in Happy Valley and for which the Stewards of the Hongkong Jockey Club have to be complimented.

The gross amount paid over the counter for the Cash Sweeps to-day was:—

Grand Stand Stakes	$ 470
Great Southern Stakes	950
Hongkong Stakes	1,435
Ladies' Purse	1,910
Flyaway Stakes	3,170
Phaethon Stakes	2,950
Kowloon Stakes	2,880
Consolation Stakes	2,775
Champion Stakes	12,300
Nil Desperandum Stakes	2,570
Total	$31,420

THIRD DAY, 13TH FEBRUARY.

1.—THE GRAND STAND STAKES.—Value $400. Second to receive $100; and third $50. For China ponies, *bonâ fide* griffins on date of entry. Weight for inches as per scale. Winners of one race 5 lb.; of two or more races 10 lb. extra. Subscription griffins non-winners allowed 5 lb. Entrance $10. Three quarters of a mile.

Mr. Buxey's Jubilee Rose 10st 12lb (G. Master)	1
Mr. F. B. Marshall's Nutmeg Tree, 11st 6lb† (Vida)	2
Mr. Ellis Kadoorie's Cherokee Chief, 11st 4lb (Hayes)	3
Messrs T. F. Hough & Sidler Roy, 10st 12lb (Gagg)	0
Mr. John Peel's Kirkmahoe, 10st 12lb (Johnstone)	0
Mr. Dryasdust's Grey Tick, 10st 12lb† (Dupree)	0
Mr. Alex. Moir's Strathgrant, 10st 12lb (Large)	0
Mr. John Peel's Kirkmichael, 10st 9lb† (Reid)	0
Mr. Kenrick's Mischief 11st 4lb (Hickman)	0

† 5lb. penalty.

A good field of nine starters entered for this race, and were dispatched to a good start. The order was processional, Kirkmahoe leading, and Strathgrant bringing up the rear, until the village was reached, when Strathgrant worked up splendidly. At the village the ponies were bunched. A fine race followed on the home run. Kirkmahoe, going easily, dropped behind, being overtaken by Nutmeg Tree, who also lost to Jubilee Rose by a length, Cherokee Chief, who was ridden with some judgment by Hayes, taking third position.

Time: 1.53 4/5.

Winner: $27.50.

Cash Sweeps: 1st $206.10; 2nd $84.60; 3rd $42.30.

Pari-mutuel: 1st $7.50; 2nd $6.30; 3rd $18.30.

2.—THE GREAT SOUTHERN STAKES.—Value $500. Second to receive $150; and third $50. For China ponies, bonâ fide griffins on date of entry. Weight for inches as per scale. Winners of one race 5 lb.; of two or more races 10 lb. extra. Subscription griffins non-winners allowed 5 lb. Entrance $10. Three quarters of a mile.

scale. Winners at this meeting of one race 7 lb.; of two or more races 10 lb. extra. Unplaced runners allowed 3 lb.; griffins allowed 5 lb.; subscription griffins of seasons 1906-1907 and 1907-1908 allowed 10 lb. Allowances accumulative. Entrance $10. One mile.

Mr. Buxey's York Rose, 10st 12lb ..... (G. Master) 1
Mr John Peel's Quorn, 11st 11lb‡ ..... (Johnstone) 2
Mr. Loland's Starlight, 11st 12lb* .. (Gegg) 3
Mr. F. B. Marshall's Pine Tree, 11st 5lb‡ (Vida) 0
Mr. Moregold's Mainstay, 11st. 11lb*..... (R. Master) 0
Mr. John Peel's Ardpatrick, 11st 11lb (Reid) 0
Mr. Medico's Nigel 9st 13lb .....(Marshall) 0

‡ 7lb. penalty
* 3lb. allowance.

A capital start. Passing the Judge' box the order was: Mainstay leading, Starlight and Nigel forging up into third position, the favourite—York Rose—being last. At the bend Pine Tree took third position, while the rear ponies went up strong. Ardpatrick, from the outside, while approaching Black Rock secured third position. Nigel was outdistanced. At the village York Rose was pushed to the front, coming up from the outside, challenging Quorn, who fell back into second place, and ran home winner, Starlight, an outsider, taking third place after a hard fight.

Time: 2.09.
Winner: $8.60
Cash Sweeps: 1st $593.50; 2nd $171.00; 3rd $85.50.
Pari-mutuel: 1st $5.70; 2nd $7.60; 3rd $32.

3.—THE HONGKONG STAKES.—Value $500. Second to receive $150; and third $50. A forced entry for China ponies subscription griffins of this season 1907-1908. Weight for inches as per scale. Winner of the German Cup 7 lb. extra; non-winners placed ponies allowed 3 lb. Unplaced runners allowed 5 lb. Entrance $10. One mile and a half.

Mr. Lanset's Fleetfoot 11st 8lb* .. (Gegg) 1
Mr. G C. Moxon's Resignation 10st 12lb‡ ... (Johnstone) 2
Mr. W. G. Clark's Lowlander 10st 12lb..... (Reid) 3
Mr. M. Donnell's Pat 10st 9lb† .....(Dupree) 0
Messrs. H.M.B. and B.'s Redavni, 10st 10lb† (Marshall) 0
Mr. Rodcar's Finesse 10st 13lb‡ ..(Jordan) 0
Mr. Andrew Forbes' Desmond 10st 9lb* ... (Hickman) 0

*7lb penalty.
†3lb allowance.
‡5lb allowance.

Lowlander was led up to the starting point. Fleetfoot took up rail position. There was one false start. Lowlander and Redavni took the lead on the fall of the flag and the pair raced together as far as pass Black Rock when Redavni secured first place, Fleetfoot being third. Passing the Judge's stand the order was, Redavni, first; Lowlander, second; Fleetfoot, third; while Jordan, who was riding Finesse, which pony was hopelessly last, thought it appropriate at this early stage of the race to apply the whip, which caused some merriment in the enclosure. The same order was maintained as far as the back stretch when Resignation challenged and secured third position from Fleetfoot, who was being hard ridden by Gegg. Lowlander, proceeding on his career, challenged the leader—Redavni—at the village bend. Fleetfoot came steadily up and ran home easy winner, Resignation having wrested second position from Lowlander on the home run.

Time: 3.19 2/5
Winner: $12.90
Cash Sweeps: 1st $3,405; 2nd $358; 3rd $129.15.
Pari-mutuel: 1st $6.00; 2nd $5.10; 3rd $6.80.

4.—THE LADIES' PURSE.—Presented. Second to receive $150; and third $50. For China ponies. Weight for inches as per scale. Winners at this meeting other than subscription griffins 5 lb. extra. Unplaced runners and jockeys who have never had a winning mount in Hongkong, Shanghai or Tientsin allowed 5 lb. Allowances accumulative. Entrance $10. Once round.

Mr. Buxey's Glorious Rose, 11st 1lb ..... (Dupree) 1
Mr. G. Master's Astral, 11st 13lb*...(Owner) 2
Mr. John Peel's Eglinton, 10st 10lb...(Reid) 3
Mr. John Peel's Homocea, 11st 0lb..... (Johnstone) 0
Messrs. T. F. Hough and R. Shewan's Corrie, 10st 5lb† ..... (Hayes) 0
Mr. G. Master's Blue Nile, 11st 1lb ..... (R. Master) 0

* 5lb penalty.
† 4lb. allowance.

Blue Nile went out to make the pace for his stable companion—Astral. Glorious Rose took up rail position, and on being sent away took the lead and kept it up until the end of the race, winning easily from Astral, who was bunched in. Homocea took up second position after the fall of the flag, closely followed by Corrie, Blue Nile last. At the Football shed he forged ahead and attempted to catch up to the Rose, but the distance that separated them was too much. This position (Glorious Rose ahead, Blue Nile second, and Corrie third) was maintained until the village was negotiated, when Eglinton and Astral sought the lead, Homocea coming up hot foot. An excellent race home resulted. The lead between Glorious Rose and the rest of the field was now lessened and when the ponies entered the home run things looked like ending in favour of Astral, who was being carefully ridden, with Eglinton second. But when the ponies got nearer home it was noticed that Astral was wedged in the bunch and could make no successful progress. And Glorious Rose ran home winner by half a length, Astral second, and Eglinton a very good third. Mr. H. N. Mody led in the winner and was greeted with loud applause.

Time: 1.52 3/5.
Winner: $16.30.
Cash Sweeps: 1st $1,203.30; 2nd $343.80; 3rd $171.90.
Pari-mutuel: 1st $6.70; 2nd $5.70; 3rd $5.40.

5.—THE FLYAWAY STAKES.—Value $400. Second to receive $100; and third $50. For China ponies *bonâ fide* griffins on date of entry. Weight for inches as per scale. Winners of one race 5 lbs.; of two races 7 lb.; and of three or more races 10 lb. extra. Jockeys who have never had a winning mount in Hongkong, Shanghai or Tientsin allowed 5 lbs. Entrance $10. Seven furlongs.

Mr. Buxey's Jubilee Rose, 11st 3lb* ..... (G. Master) 1
Mr. Ellis Kadoorie's Baluchi Chief, 11st 4lb (Hayes) 2
Mr. Kenrick's Mischief 11st 4lb ....(Dupree) 3
Mr. Alex. Moir's Strathnairn, 10st 12lb ..... (Gegg) 0
Mr. Brutton's Silverlake 10st 9lb .....(Clark) 0
Mr. F. B. Marshall's Rubber Tree 11st 8lb† (Vida) 0
Major Parker's Panjabi, 10st 12lb ..... (R. Master) 0
Mr. John Peel's Kirkcudbright, 10st 9lb ... (Johnstone) 0
Mr. T. S. Forrest's Forfar, 11st 6lb*...(Reid) 0

* 5lb extra.
† 7lb extra.

Baluchi Chief ran once round the course before the start. On the fall of the flag he led from Strathnairn. Kirkcudbright brought up the rear. The field closed up at the hill, and at the Black Rock Baluchi Chief was still leading, Rubber Tree taking third position from Strathnairn. Racing down the hill Jubilee Rose who was steered into the outside course rushed past the leaders into the premier position when the field entered the top of the straight to the post. Baluchi Chief was not to be outdone from second place, which he held to the finish. Mischief was third.

Time: 1.50
Winner: $19.50
Cash Sweeps: 1st $1,997.10; 2nd $570.60; 3rd $285.30.
Pari-mutuel: 1st $8.00; 2nd $17.60; 3rd $17.40.

6.—THE PHAETHON STAKES.—Handicap. Value $400. Second to receive $100; and third $50. For China ponies that have run at any Gymkhana meeting or meetings of the season 1907, and griffins on date of entry. Winners and non-starters at this meeting barred. Entrance $10. One mile and a quarter.

Mr. Ellis Kadoorie's Mohawk Chief 11st 5lb (Hayes) 1
Messrs. T. F. Hough and R. Shewan Sidier Dhu, 10st 8lb..... (Vida) 2
Mr. Brutton's Septima, 11st 10lb 3
Mr. John Peel's Kirkmahoe, 11st 5lb..... (Johnstone) 0
Mr. Rolason's Beaufort, 10st 10lbs..... (R. Master) 0
Mr. Sherlock's Ben Eion, 10st 7lb* (Dupree) 0
Mr. Dryasdust's Freethinker, 10st 9lb† ..... (Large) 0

* 5lb overweight.
† 6lb over.

Mohawk Chief was the favourite for this race. He led from Ben Eion at the start and passing the grand stand Mohawk Chief showed to the front, Beaufort being second and Freethinker third. Septima worked his way up at the rising and joined Mohawk Chief near the Black Rock, taking the lead for a while. Mohawk Chief was never tidden and won in a canter. Sidier Dhu was second and Septima third. Mrs. Kadoorie led the Chief in and much applause greeted the winner in the enclosure.

Time: 2.43 1/5.
Winner: $9.50.
Cash Sweeps: 1st $1,818.50; 2nd $531.00; 3rd $265.50.
Pari-mutuel: 1st $6.80; 2nd $8.00; 3rd $12.30.

7.—THE KOWLOON STAKES.—Value $400. Second to receive $100; and third $50. For China ponies, subscription griffins of this season 1907-1908. Weight for inches as per scale. Winners of one race 7 lb.; of two or more races 10 lb. extra. Unplaced runners allowed 3 lb. Entrance $10. One mile.

Mr. Buxey's Sofrano Rose, 1cst 12lb (Master) 1
Mr. Christiani's Drueckeberger, 10st 12lb ... (Reid) 2
Mr. W. G. Clark's Lowlander, 11st 5lb* ... (Clark) 3
Mr. Ellis Kadoorie's Maori Chief, 10st 1 lb (Hayes) 0
Mr. Dryasdust's Seringapatam, 10st 8lb† ... (Large) 0
Mr. J. Armstrong's Skirbeck, 11st 4lb..... (Johnstone) 0
Mr. Buxey's Black Prince Rose, 11st 2lb*... (Hickman) 0
Mr. Lanset's Dalliance, 11st 5lb*.....(Vida) 0
Mr. Alex. Moir's Strathmohr, 10st 12lb‡..... (Gegg) 0
Mr. Keecheong's Faiti, 11st 11lb‡ (Marshall) 0
Mr. Smith's Gold Leaf, 10st 9lb‡.. (Hynes) 0
Mr. Lanset's Energy, 10st 9lb‡ ...(H. Seth) 0
Mr. Rodcar's Chicane, 10st 12lb‡ ...(Jordan) 0

* 7lbs extra.
† 2lbs over.
‡ 3lbs allowance.

Hickman was thrown off Black Prince Rose before the start. The pony raced round the course and made his way for the gate. He did not re-enter for the race. As usual Lowlander was the troublesome one before the flag. When it went down Strathmohr showed to the front, Skirbeck being second. Sofrano Rose in among a bunch of others. Lowlander looked like winning at the village, but he had to yield the first place to Sofrano Rose who raced home as he liked. Drueckeberger managed to wrest second place from Lowlander who finished third.

Time: 2.08 2/5.
Winner: $15.50
Cash Sweeps: 1st $1,814.40; 2nd $518.40; 3rd $250.20.
Pari-mutuel: 1st $7.10; 2nd $10.20; 3rd $15.10

8.—THE CONSOLATION STAKES.—A sweepstakes of $10 each with $100 added. Second to receive $100; and third $50. For China ponies that have run and not won at this meeting. Weight for inches as per scale. Jockeys who have never had a winning mount in Hongkong, Shanghai or Tientsin allowed 5 lb. Three quarters of a mile.

Uncle Sam's Patrick's Pride, 10st 10lb* ... (R. Johnstone) 1
Messrs. T. F. Hough and R. Shewan's Corrie 10st 9lb.....(Dupree) 2
Mr. Ellis Kadoorie's Manchurian Chief..... 10st 12lb ....(Hayes) 3
Mr. Buxey's Lancaster Rose 11st 4lb..... (G. Master) 0
Mr. John Peel's Kirdcudbright 10st 9lb..... (Johnstone) 0
Mr. Kenrick's Mischief 11st 4lb .....(Reid) 0
Mr. Brutton's Kingston 11st 1lb .....(Vida) 0
Mr. Moregold's Mainstay, 10st 13lb* (Large) 0
Mr. Ellis Kadoorie's Cherokee Chief 11st 4lb (Clark) 0

*5lbs allowance.

This race supplied the surprise of the day. Mainstay and Patrick's Pride were the least fancied out of the whole field and when the latter won a good race, beating Corrie and Manchurian Chief, he returned a dividend of $366.30 for his supporters in the pari-mutuel.

Time: 1.33 1/5.
Winner: $366.30.
Cash Sweeps: 1st $1,748.25; 2nd $499.50; 3rd $249.75.
Pari-mutuel: 1st $48.80; 2nd $23.50; 3rd $14.30.

9.—THE CHAMPION STAKES.—With $600 added. Second to receive $200; and third $100. For China ponies, winners at this meeting only. A forced entry. Entrance $20. Winners of two races $30; of three or more races $50. Weight for inches as per scale. One mile and a quarter.

Mr. Buxey's Spring Rose, 11st 1lb (G. Master) 1
Mr. Buxey's York Rose, 10st 12lb (R. Master) 2
Mr. John Peel's Kirkwood, 10st 12lb ..... (Johnstone) 3
Mr. Lanset's Fleetfoot, 11st 1lb .....(Gegg) 0
Mr. John Peel's Quorn, 11st 4lb .....(Reid) 0
Mr. F. B. Marshall's Palm Tree, 11st 1lb ... (Hayes) 0
Mr. F. B. Marshall's Mystic, 11st 1lb (Vida) 0
Mr. Buxey's Glorious Rose 11st 1lb (Clark) 0
Mr. Dryasdust's Coxcomb, 10st 12lb (Dupree) 0
Mr. John Peel's Homocea, 10st 9lb (Large) 0
Mr. F. B. Marshall's Nutmeg Tree, 11st 1lb... (Marshall) 0

Mr. John Peel started three ponies; Mr. Buxey three; and Mr. F. B. Marshall also a trio to try conclusions for the Champion race of the meeting. Both Spring Rose and Kirkwood had been reserved to-day for the great event. Homocea started at a tremendous pace which he failed to keep up. Spring Rose drawing out of the bunch towards the village rushed to the front in company with York Rose. Spring Rose had the race safe in hand and won by a length from York Rose second, Kirkwood third and Nutmeg Tree last. Mr. H. N. Mody led the winner in. "Bravo, Master!" "Bravo, Mody!" rang out from the spectators within the enclosure.

Time: 2.36.
Winner: $7.60.
Cash Sweeps: 1st $7,189.; 2nd $2,054; 3rd $1,027.
Pari-mutuel: 1st $6.10; 2nd $29.00; 3rd $8.80.

10.—THE NIL DESPERANDUM STAKES.—A sweepstakes of $5 with $300 added. Second to receive $100; and third $50. For China ponies, subscription griffins of this season 1907-1908 that have run and not won at this meeting. Weight for inches as per scale. Jockeys who have never had a winning mount in Hongkong, Shanghai or Tientsin allowed 5 lb. Five furlongs.

Mr. Lanark's Glenlui 10st 12lb .....(Gegg) 1
Mr. Willgriff's Butterpunch 11st 1lb...(Reid) 2
Hon. Mr. F. H. May and Mr. M. W. Slade's Muleteer 10st 10lb... .....(Heathcote) 3
Mr. Mody's Striped Rose 10st 9lb(G. Master) 0
Mr. Rodcar's Finesse, 11st 4lb .....(Jordan) 0
Mr. Elbee's Hilarious, 10st 0lb ..(R. Master) 0
Messrs. T. F. Hough and R. Shewan's Lochleven, 11st 1 lb ....(Hayes) 0
Mr. T. S. Forrest's Renfrew, 10st 12lb ..... (Morfy) 0
Mr. F. B. Marshall's Gum-Tree, 10st 12lb... (Vida) 0
Mr. G. C. Moxon's Resignation, 11st 1lb ... (Johnstone) 0
Mr. G. C. Moxon's Vexation, 10st 10 lb..... (Hickman) 0
Mr. Loland's Sunlight, 11st 0lb .. (E. Seth) 0
Mr. Hurstham's Repentance 10st 12lb..... (Clark) 0
Mr. Cockney's The Ditch 10st 7lb...(Large) 0
Mr. Smith's Quicksilver 10st 13lb..(Roberts) 0
Messrs. H. M. B. & B.'s Redavni 10st 10lb (Marshall) 0
Mr. Rodcar's Chicane 11st 1lb.....(H. Seth) 0
Mr. J. Armstrong's Skirbeck 10st 13lb ..... (Hynes) 0
Mr. Dryasdust's Pilgrim 10st 9lb...(Dupree) 0

*5lbs allowance.

This was the largest field of the meeting and the race was won by Glenlui.

Time: 1.1⁸.
Winner: $51.80.
Cash Sweeps: 1st $1,619.10; 2nd $462.60; 3rd $231.30.
Pari-mutuel: 1st $14.60; 2nd $10.20; 3rd $42.40.

THE ANALYSES.

Following are the analyses of wins:—

Jockeys.	1st	2nd	3rd
G. C. C. Master	10	5	2
Johnstone	8	8	4
Vida	6	5	1
Gegg	4	1	3
Dupree	3	2	5
Clark	1	2	3
Reid	1	4	2
Hayes	1	1	1?
Seth	1	0	1
Hickman	0	1	1
Large	0	1	0
R. Master	0	1	0
Heathcote	0	0	1

Winning Mounts.	1st	2nd	3rd
Spring Rose	3	0	0
York Rose	2	1	0
Kirkwood	2	0	1
Fleetfoot	2	0	0
Rubber Tree	2	0	0
Nutmeg Tree	1	2	0
Quorn	1	1	0
Palm Tree	1	1	0
Mystic	1	1	0
Kirkmichael	1	1	0
Panjabi	1	1	0
Coxcomb	1	0	1
Dalliance	1	0	1
Kirkpatrick	1	0	0
Pine Tree	1	0	0
Forfar	1	0	0
Astral	1	1	0
Black Prince Rose ...	1	0	0
Grey Tick	1	0	0
Homocea	1	0	0
Drueckeberger	1	1	0
Lowlander	1	0	2
Blue Nile	1	0	0
Kirkmahoe	0	2	0
Strathnairn	0	2	0
Butterpunch	0	3	0
Glorious Rose	1	1	1
Ardpatrick	0	1	1
Sofrano Rose	1	1	1
Jubilee Rose	2	1	0
Shirbeck	0	1	0
Resignation	0	2	0
Kirkcudbright	0	0	2
Mohawk Chief	1	0	2
Baluchi Chief	0	1	2
Septima	0	0	2
Maori Chief	0	0	1
Eglinton	0	0	2
Glenlui	1	0	1
Cherokee Chief	0	0	1
Silverlake	0	0	1
Pat	0	0	1
Lancaster Rose	1	0	1
Highland Heather ...	0	0	1
Manchurian Chief ...	0	0	3
Patrick's Pride	1	0	0
Corrie	0	2	0
Sidier Dhu	0	1	0
Mischief	0	0	2
Starlight	0	0	1
Muleteer	0	0	1

THE LATE MR. DANBY.

THE FUNERAL.

The remains of the late Mr. William Danby, who died as the result of an accident at the Government Civil Hospital yesterday, were laid to rest in the Colonial Cemetery this morning. The *cortege* passed the Monument at ten o'clock, where a large number of the leading residents, including every section of the community, numbering between 300 and 400, awaited its arrival. The principal mourners were Messrs. Wright and Nicholson. Mrs Danby, widow of the deceased, followed the mournful procession in a chair from the Naval Hospital to the cemetery. Over a hundred beautiful wreaths were sent. The funeral service at the graveside was read by the Bishop of Victoria, assisted by the Revs. Johnson and France. The scene as the widow knelt by the coffin before it was lowered into the grave was most impressive. H. E. the Governor was represented at the funeral by his A.D.C., Capt. Fleming. The coffin was of black wood and had engraved on it the following simple inscription:—

WILLIAM DANBY,
Age 65,
Died February 12, 1908.

A GRUESOME DISCOVERY.

CORPSES PROPPED UP ON A BENCH.

Blake Garden is fast gaining the name of being the dumping ground of the city, owing to the number of dead bodies which have been found in the most secluded parts of the garden during the past week or so. But this is nothing compared to what was found there at an early hour yesterday morning. A police officer having entered the garden in the hope of arresting those loafers who are in the habit of passing the night with the flowers, saw six men, ostensibly asleep, seated quite close together on a bench at the farthest end of the path. The policeman approached the men very cautiously so as to take them by surprise, but imagine the shock he received when on getting within close distance he discovered that what he thought were real live men were no other than six corpses, which had been very carefully propped up on the bench. Death in each case was due to small-pox.

THE ACTION AGAINST THE M.M.CO.

INTERLOCUTORY JUDGEMENT.

On the 31st ultimo in the Kobe Chiho Saibansho, an interlocutory judgement was delivered in the action brought by Danjo, a seaman, of Urashima, Hiroshima prefecture, against G. Abily, agent of the Messageries Maritimes, No. 15, Naniwamachi, Kobe, for damages amounting to ¥5,310.46, against the loss of the schooner *Kosi-maru*, which was alleged to have been run down by the M.M. steamer *Tourane* in the Inland Sea on the morning of June 18th, 1906. The hearing was restricted to the point whether the claim was legally grounded, and the interlocutory judgement is given in favour of the plaintiff, who is held to have a proper legal standing.

Of course this does not decide the question of responsibility. It is only some six or seven months since this case got into the Courts, and there will doubtless be many hearings, and numerous postponements, and much calling of witnesses in rebuttal, and appeals from one Court to another, before the case is really finally settled.

A VLADIVOSTOCK telegram to the *Asahi* states that the *post bellum* development of Russian shipping in the Far East, is making great progress. It has lately been decided that the vessels of the Russian Volunteer Fleet shall run between St. Petersburg, Odessa, Calcutta, Colombo, Singapore, Shanghai, Hankow, Nagasaki and Vladivostock, and the East Asiatic S.S. Company's vessels between Tsuruga, Yokohama, Kobe, Nagasaki, Shanghai and Hankow.

To-day's Advertisement.

HONGKONG GENERAL CHAMBER OF COMMERCE.

THE ANNUAL MEETING of the Members of the HONGKONG GENERAL CHAMBER OF COMMERCE will be held on MONDAY, the 24th February, 1908, at 4 P.M., in the Old Chamber of Commerce Room, City Hall, for the following purposes, viz:—

1. To receive the Report and accounts of the Committee for the year ended 31st December, 1907.
2. To elect a New Committee.
3. To consider the following Resolution:—
"That in consequence of the importance "of the trade existing between this port "and Bombay it is resolved under Rule "XXIII to increase the number of the "Committee from 9 to 10 so as to "include a Merchant interested in the "Bombay trade."
4. To transact any general business.

By Order,
E. A. M. WILLIAMS,
Secretary.
Hongkong, 13th February, 1908. [122

GALE IN KOBE.

GALLANT RESCUE BY GERMAN STEAMER.

The *Japan Chronicle* of 4th instant reports:—Very heavy weather has been experienced by vessels running between Yokohama and Kobe. The Hamburg-Amerika liner *Saxonia*, which arrived in Kobe on the 1st instant, reported having met with heavy winds and seas during the voyage, and at one time the ship was unable to make headway against the gale.

At about ten o'clock on the morning of Friday last, the 31st ultimo, when the *Saxonia* was passing the Hinomisaki lighthouse, a signal was made to the steamer that a ship had been wrecked close by. Captain Habel at once made preparations to attempt to render assistance, and although a very heavy swell was running succeeded in turning the *Saxonia* round. Having sighted the wreck—a Japanese schooner—the *Saxonia* was taken as close to the distressed vessel as was possible with safety, and after a large quantity of oil had been thrown overboard a boat was lowered, manned by several of the crew of the *Saxonia* in charge of the second officer, Mr. Bolsen-Schmidt.

The schooner was completely at the mercy of the storm, being tossed up and down, her masts from time to time thrashing the water. Under these circumstances it was impossible for the *Saxonia's* boat to get alongside, so lifebuoys were thrown to the Japanese seamen clinging to the wreck, and the three survivors were safely hauled off one by one, and taken on board the *Saxonia*, which then resumed her voyage, bringing the rescued seamen on to Kobe.

Those in the lighthouse could see all that was going on below them, and doubtless this gallant rescue by Captain Habel and his officers and men is duly entered upon their log.

It appears that the rescued men belong to Kumano, Kishu. They left Kumano on the 30th ultimo with a cargo of timber. The boat encountered a gale off Hinomisaki at 9 a.m. on the 31st, when the vessel was wrecked and they were rescued as stated.

VOLUNTEER CORPS ORDERS.

ALL UNITS.

Parade.—At headquarter at 5.30 p.m. on Monday, the 17th instant, for infantry drill. Sergt. Downes, 3rd Middlesex Regt., will attend.

ARTILLERY UNITS

Parade.—At headquarters at 5.30 p.m. on Wednesday, the 19th instant, for Maxim gun drill. Sergt. Cook, R.G.A., will attend.

Parade.—At headquarters at 5.30 p.m. on Friday, the 21st instant, for Maxim gun drill. Sergt. Basford, R.G.A., will attend.

ENGINEER COMPANY.

Parade.—At West Fort, Kowloon, at 6 p.m. on Wednesday, the 19th instant, for technical instructions.

TAIKOO DETACHMENT.

Parade.—At Taikoo at 5.30 p.m. on Thursday, the 20th instant, for gun drill. Sergt. Cook, R.G.A., will attend.

SANDER'S CUP COMPETITION.

The following is the result of the Sander's Cup Competition held at Stonecutters' Island on the 3rd of February, 1908.

1st ...Left half No. 1 Company...64 points
2nd...Left half No. 2 Company...62 "
3rd..Right half No. 2 Company...51 "
4th..Right half No. 1 Company...40 "

NOTICE.

It is notified for information that a Church Parade will be held on the 1st of March, 1908, at the Union Church.

Members, who have not been measured for winter uniform, are requested to attend at headquarters during drill evenings for measuring.

ORDERLY OFFICER.

For week ending Saturday, the 22nd instant, Lieut. E. D. C. Wolfe.

MUSKETRY.

The members of the Right Half No. 1 Company and the Engineer Company who have not yet completed their musketry course should attend at King's Park Range on Sunday afternoon, the 16th instant. Artillery Company at 2 p.m. Engineer Company at 3 p.m.

THE *Japan Herald* remarks that sneak thieves again appear to be on the prowl seeking all they can lay their hands on. On Sunday evening, while the congregation of Union Church were worshipping at Van Schaick Hall, one of these unwelcome visitors secured an entrance by the back way to the lobby, where hung the coats and hats of the gentlemen attending the service, and made off with three overcoats. During the service the momban was, as usual, stationed at the chief entrance to the Hall, but he was unaware of anything unusual happening until the congregation were dismissed and three member of the congregation—or rather the pastor and two members of the congregation—found their overcoats had been stolen. The police were at once notified of the theft.

Intimation.

THE ROBINSON PIANO CO., LD.

INVITE INSPECTION OF NEW STOCK OF

Steinway,
Bechstein,
Russell,
Krauss,
Romhildt,
Werner, &c.

GRANDS & UPRIGHTS

BUILT UNDER OUR PERSONAL SUPERVISION

EMBODYING 30 YEARS' LOCAL EXPERIENCE.

Hongkong, 5th December, 1907. [55

Public Companies

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING OF THE SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 15th day of February, 1908, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1907.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 28th January, 1908. [173

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTER OF SHARES of the Corporation will be CLOSED from MONDAY, the 3rd, to the 15th day of February, 1908, (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 28th January, 1908. [174

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held in the Offices of the Company, Queen's Buildings, New Praya, on MONDAY, the 24th February, 1908, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1907.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 24th February, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.
Hongkong, 29th January, 1908. [176

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-THIRD ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in this Company, will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 25th February, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of a Director and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th to the 25th February, both days inclusive.

By Order of the Board of Directors,
W. E. CLARKE,
Secretary.
Hongkong, 7th February, 1908. [178

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER

(Subject to Alteration).

PROPOSED SAILINGS. R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF CHINA"	6,000	THURSDAY, Mar. 12th	Mar. 30th
"LENNOX" *	3,700	WEDNESDAY, Mar. 25th	April 23rd
"EMPRESS OF INDIA"	6,000	THURSDAY, April 9th	April 27th
"MONTEAGLE"	6,163	WEDNESDAY, April 22nd	May 16th
"EMPRESS OF JAPAN"	6,000	THURSDAY, May 7th	May 25th
"GLENFARG" *	3,700	WEDNESDAY, May 20th	June 18th

S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.
"EMPRESS" steamers will depart from Hongkong at 4 P.M.
Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29½ days from HONGKONG.
Hongkong to London, 1st Class .....*via* St. Lawrence River Lines or New York £71.10.
Hongkong to London, Intermediate on Steamers, and 1st Class on Railways...*via* St. Lawrence £40. *Via* New York £42.
First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.
R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.
Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China,
Hongkong, 13th February, 1908. *Corner Pedder Street and Praya.* [15

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
MANILA	*LOONGSANG**	...FRIDAY, 14th Feb., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	*KUTSANG*†	.....SATURDAY, 15th Feb., 2 P.M.
SINGAPORE, PENANG & CALCUTTA	*NAMSANG**	.....THURSDAY, 20th Feb., 3 P.M.
MANILA	*YUENSANG**	.....FRIDAY, 21st Feb., 4 P.M.

FOR THE MANILA CARNIVAL.

A Special reduced fare of $50 for Return Passages will be issued for our Sailings to Manila of the 21st and 28th instant, available for 30 days from date of issue. Passengers taking out these tickets are exempt from the Head Tax.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtsze Ports, Chefoo and Tientsin via Ching-Wan-Tau.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.,
General Managers.

Hongkong, 13th February, 1908. [10

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS		TO SAIL	
AMOY & SHANGHAI	"KWANGSE"	14th	Feb.,	4 P.M.
HAIPHONG	"HUPEH"	16th	"	10 A.M.
MANILA	"TAMING"	18th	"	4 P.M.
SHANGHAI	"LUCHOW"	18th	"	"
YOKOHAMA & KOBE	"TSINAN"	20th	"	"
MANILA	"TEAN"	25th	"	"
MANILA, ZAMBOANGA & COLONIES	"TAIYUAN"	9th	Mar.,	"

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 13th February, 1908. [13

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—**Surgeon and Stewardess carried.**—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	Almond	MANILA	SATURDAY, 15th Feb., 1908.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 22nd Feb. 1908.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 8th February, 1908 [11

CHINA & MANILA STEAMSHIP CO., LIMITED.

MANILA CARNIVAL.

A CARNIVAL will be held in MANILA under Government auspices commencing on the 27th FEBRUARY, 1908. As an inducement to Hongkong residents to patronise this important event, besides enjoying a holiday of reasonable length, we have decided to despatch our steamer "ZAFIRO" for a special Carnival trip, leaving Hongkong at 4 P.M. on the afternoon of SATURDAY, the 22nd FEBRUARY. The "ZAFIRO" will reach Manila on Tuesday morning and in order that the full round of festivities may be enjoyed we shall not despatch the steamer from Manila until 2 A.M. on the morning of Tuesday, the 3rd March. She will reach Hongkong again at daylight on Thursday, the 5th March.

We have arranged a special fare for this round trip of $50 and Passengers, should they so desire, may make arrangements to remain on board during steamer's stay in Manila.

For further particulars, apply to the Undersigned.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 22nd January, 1908. [130

Shipping—Steamers.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS and SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship	To sail
"SAINT PATRICK"	About the 16th March, 1908.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents

Hongkong, 27th January, 1908. [12

"SHIRE" LINE OF STEAMERS.

FOR LONDON, ANTWERP AND HAMBURG.

THE Steamship

"FLINTSHIRE"

will be despatched for the above Ports, on the 20th February, 1908.

For Freight, etc., apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 22nd January, 1908. [97

INDRA LINE, LIMITED.

FOR NEW YORK VIA SUEZ CANAL.
With liberty to call at Malabar Coast.

THE Steamship

"INDRANI,"

Captain MacFarlane, will be despatched as above on the 22nd February, at 3 P.M., instead of as previously advertised.

For Freight, apply to

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 6th February, 1908. [969

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN,"

Captain McArthur, will be despatched as above, on SATURDAY, the 29th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 5th February, 1908. [193

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN

HONGKONG, CALLAO AND IQUIQUE via JAPAN PORTS (KARATSU, KOBE and YOKOHAMA).

With liberty to call at HONOLULU and SALINA CRUZ.

Steamers	Tons	To sail
KASATO MARU	6,100	Sometime in March, 1908

Taking Freight and Passengers to other Eastern and Western Coast ports of South America in connection with Steamers of the Pacific S. N. Co.

For further information as to Freight and Passage, apply to

K. MATSDA,
Manager,
York Building.

Hongkong, 26th December, 1907. [18

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG TO VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons.	Captain.	Sailing.
Shawmut	9,606	E. V. Roberts	21st Feb.
*Tremont**	9,606	T. W. Garlick	17th Mar.
Suverict	6,232	Shotton	9th Apr.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

* The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

† Cargo only.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 7th February 1908. [19

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAIMUN."

Captain A. J. Robson, will be despatched for the above Ports, on SUNDAY, the 16th inst., at 10 o'clock A.M.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 11th February, 1908. [217

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" ...Capt. H. W. WALKER.
"KWONG SAI" .....Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey .....$4.
Meals .....$1.25 each

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,
and
SHIU ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 3rd July, 1907. [22

Intimations.

THE
EASTERN CYCLE Co.
13, ARSENAL STREET,
WANCHAI.

BICYCLES--BICYCLES.

CHEAP SALE.

FOR A SHORT PERIOD ONLY.
COMMENCING FROM JANUARY 10, 1908.

MACHINES
FOR
LADIES and GENTLEMEN FITTED with 2 and 3 SPIT GEAR,
OF ALL
GRADES and GUARANTEED ENGLISH MAKES.

All Prices to suit individual requirements.

BICYCLE ACCESSORIES:
LAMPS (gas and oil), BELLS, TYRES, CYCLOMETERS, INFLATERS, SPANNERS, AND EVERY OTHER REQUISITE FOR CYCLISTS.

NEW BICYCLES FOR HIRE.

REPAIRS UNDERTAKEN. EXCHANGES EFFECTED.

THE
EASTERN CYCLE CO.,
3, ARSENAL STREET,
WANCHAI.

Hongkong, 15th January, 1908. [131

A BROKEN-DOWN SYSTEM.

This is a condition (or disease) to which doctors give many names, but which few of them really understand. It is simply weakness—a break-down, as it were, of the vital forces that sustain the system. No matter what may be its causes (for they are almost numberless), its symptoms are much the same; the more prominent being sleeplessness, sense of prostration or weariness, depression of spirits and want of energy for all the ordinary affairs of life. Now, what alone is absolutely essential in all such cases is *increased vitality*—vigour—

VITAL STRENGTH & ENERGY

to throw off these morbid feelings, and experience proves that as night succeeds the day this may be more certainly secured by a course of

THE NEW FRENCH REMEDY

THERAPION No. 3

than by any other known combination. So sure is it as it is taken in accordance with the printed directions accompanying it, will the shattered health be restored,

THE EXPIRING LAMP OF LIFE LIGHTED UP AFRESH,

and a new existence imparted in place of what had so lately seemed worn-out, "used up," and valueless. This wonderful medicament is purely vegetable and innocuous, is agreeable to the taste —suitable for all constitutions and conditions, in either sex; and it is difficult to imagine a case of disease or derangement, whose main features are those of debility, that will not be speedily and permanently benefited by this never-failing recuperative essence, which is destined to cast into oblivion everything that had preceded it for this wide-spread and numerous class of human ailments.

THERAPION is sold by the principal Chemists throughout the world. Price in England 2/6 per packet. Purchasers should see that the word 'THERAPION' appears on British Government Stamp (in white letters on a red ground) affixed to every package by order of His Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by all Chemists. [63—C

Consignees.

THE
"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, LONDON, COLOMBO AND STRAITS.

THE Steamship

"GLAMORGANSHIRE."

Captain Norris, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst. will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, 13th inst., at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 7th February, 1908. [209

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM HULL, ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENLOCHY."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 14th instant will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, where they will be examined on the 14th inst., at 11 A.M.

No claims will be recognized if not presented within 14 days of the ship's arrival.

McGREGOR BROS. & GOW.

Hongkong, 8th February, 1908. [212

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "KUMERIC,"
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 10th February, 1908. [19-20

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUTSANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 12 o'clock Noon, the 13th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., LD.,
General Managers.

Hongkong, 12th February, 1908. [10

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"GOEBEN,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th of February, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th of February, at 9.30 A.M.

All claims must reach us before the 23rd of February, 1908, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.

Hongkong, 12th February, 1908. [8

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND
CIGARS, CIGARETTES
AND
TOILET REQUISITES
FOR SALE.
12, D'AGUILAR STREET,
HONGKONG

Hongkong, 3rd September, 1907. [96

LETHAL CHAMBER FOR CRIMINALS.

REMARKABLE PROPOSAL TO END "WORTHLESS LIVES."

A lethal chamber for tramps and "worthless lives," to be followed by cremation, was suggested in a remarkable speech by Mr. Fredk. Smallman last month, at the annual meeting of the Manchester Crematorium, Limited.

Mr. Smallman said a wonderful impetus would be given to the movement if cremation were made compulsory in certain cases. All who had died from infectious or contagious diseases should be cremated, because this would tend effectively to stamp out the diseases. The bodies of all murderers who were executed ought also to be cremated, and certainly criminal lunatics should be thus dealt with.

"I would not extend a day, or a month, or a year in such cases," declared the speaker; "I consider them all useless, worthless lives; it would be a mercy to such to take them out of their misery painlessly."

"TIRED OF LIFE."

He would suggest that a lethal chamber be erected, not only for criminals, but also for all useless and worthless lives. There were many people who were tired of life; and he felt sure that the introduction of a lethal chamber would be a great boon to such. Of course, the chamber would be under proper control, so that there would not be any chance of its being misused.

Mr. Smallman described the professional tramp as one of the great drawbacks we have to contend with. Rates and taxes were burthened by these people, who spent the whole of their existence going from one workhouse to another and begging alms on their way. He would not extend the slightest mercy to the professional tramp, but would say that he should be put out of his existence as speedily and painlessly as possible.

NOTHING TO DO WITH CREMATION.

The chairman (Mr. Gustav Ekhard) said he did not see what all this had to do with cremation.

Mr. Smallman replied that the question of useless lives had been passing through his mind, and that was his proposition.

The chairman intimated that they could not allow the subject to be ventilated there.

A Shareholder: You would not cremate them alive, would you?

Mr. Smallman: No, they must go through the lethal chamber first.

Mr. Ingham said there were very powerful reasons for a lethal chamber for some classes of persons; but such a suggestion would have the effect of deterring the progress of their movement. There was a great deal of prejudice against cremation at the present time, which would undoubtedly increase if it were even proposed to cremate criminals only. It would have a retrogressive effect on persons who had thought of giving directions for their cremation.

Mr. Smallman's remarks made a great sensation, and the other directors present have officially repudiated them.

For Sale.

O. C. MOOSA,

1 & 3, D'AGUILAR STREET.

JUST UNPACKED A LARGE AND SPLENDID STOCK OF

FRENCH MILLINERY,

IN

VARIOUS SHAPES AND COLOURS.

SHOES! SHOES! SHOES!

IN

BLK. AND TAN GLACE KID
from the best American Manufacturer.

FLANNELS, TWEEDS, SERGES,
Ladies' DRESSING GOWNS
and JACKETS.

Samples on application. Coast ports orders carefully executed.

Hongkong, 3rd January, 1908. [60

A WONDERFUL DISCOVERY.

This is the agood research and experiment, when all nature, so to speak, is ransacked by the scientific for the comfort and happiness of man. Science has indeed made giant strides during the past century, and among the—by no means least important—discoveries in medicine comes that of

THERAPION.

This preparation is unquestionably one of the most genuine and reliable Patent Medicines ever introduced, and has, we understand, been used in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, Malgaigne, the well-known Chassaignac, and indeed by all who are regarded as authorities in such matters, including the celebrated Lallemand, and Roux, by whom it was some time since uniformly adopted, and that it is worthy the attention of those who require such a remedy we think there is no doubt. From the time of Aristotle downwards, a potent agent in the removal of these diseases has (like the famed philosopher's stone) been the object of search of some hopeful, generous minds; and far beyond the mere power—if such could ever have been discovered—of transmuting the baser metals into gold is surely the discovery of a remedy so potent as to replenish the failing energies of the confirmed *roué* in the one case, and in the other so effectually, speedily and safely to expel from the system without the aid, or even the knowledge, of a second party, the poisons of acquired or inherited disease in all their protean forms as to leave no taint or trace behind. Such is

THE NEW FRENCH REMEDY

THERAPION

which may certainly rank with, if not take precedence of, many of the discoveries of our day, about which no little consternation and noise have been made, and the extensive and ever-increasing demand that has been created for this medicine wherever introduced appears to favour that it is destined to cast into oblivion all those quack nostrums, remedies that were formerly the sole reliance of medical men. Therapion may be obtained of the principal Chemists and Druggists throughout the world.—*Observer, Frankfort, Germany.*

Sold by all Chemists. [64—A

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	1/11⅛
Do. demand	1/11 3/16
Do. 4 months' sight	1/11 7/16
France—Bank T.T.	2.42½
America—Bank T.T.	46½
Germany—Bank T.T.	1.97½
India T.T.	145
Do. demand	145½
Shanghai—Bank T.T.	74½
Singapore—Bank T.T.	20 % prem.
Japan—Bank T.T.	94½
Java—Bank T.T.	116

Buying.

4 months' sight L/C.	1/11⅛
6 months' sight L/C.	1/11 13/16
30 days' sight San Francisco & New York	47½
4 months' sight do.	48½
30 days' sight Sydney and Melbourne	1.11½
4 months' sight France	2 49
6 months' sight "	2.51½
4 months' sight Germany	2.0 ½
Bar Silver	26 7/16
Bank of England rate	4 %
Sovereign	$10.28

SHIPPING AND MAILS

MAILS DUE.

Indian *(Laisang)* 19th inst.

The P. & A. Co.'s s.s. *Nicomedia* sailed from Astoria on 12th inst., and will be due to arrive at this port on 27th prox.

The I. C. S. N. Co.'s s.s. *Laisang* from Calcutta and the Straits left Singapore for this port on 11th inst., at 5 p.m.

The Imperial German Mail s.s. *Prinz Eitel Friedrich*, which left here on 15th ult., arrived at Genoa on 11th inst., at 7 a.m.

The Java-China-Japan Lijn s.s. *Tjitliwang* left Kobe *via* Moji and Kuchinotzu for this port on 11th inst., and may be expected here on or about 23rd inst.

The M. M. C.'s s.s. *Tonkin* with the French mail of 19th ult., from London of the 18th ult., will leave Saigon on 14th inst., at 2 p.m., and may be expected to arrive here on 17th inst.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 13th at 11.55 a.—The barometer has risen moderately in N.E. Japan, and fallen slightly over N. China and S.W. Japan.

The area of high pressure remains over the continent to the North of the Yangtze, and pressure is still relatively low over the N. part of the China Sea.

Strong monsoon may be expected in the Formosa Channel and the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch.

FORECAST.

1.—Hongkong and neighbourhood, N. E. winds, strong to fresh; drizzling rain or mist.

2.—Formosa Channel, same as No. 1.

3.—South coast of China between Hongkong and Lamocks, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

Shipping.

Arrivals.

Hupeh, Br. s.s., 1,215, Spink, 11th Feb.,—Huiphong via Pakhoi and Hoihow 11th Feb., Gen.—B. & S.

Tsinan, Br. s.s., 2,269, E. Finlayson, 13th Feb.,—Sydney 21st Jan., Brisbane 23rd, Townsville, Cairns, Cooktown and Thursday Id. 30th, Port Darwin 2nd Feb., and Manila 10th, Gen.—B. & S.

Vorwarts, Ger. s.s., 643, B. Ohlsen, 13th Feb.,—Pakhoi 8th Feb., and Hoihow 11th, Gen.—J. & Co.

Fooshing, Br. s.s., 1,423, T. Arthur, 13th Feb.,—Wakamatsu 8th Feb., Coal.—J., M. & Co.

Luchow, Br. s.s., 1,216, W. Baddeley, 13th Feb.,—Shanghai 10th Feb., Oil and Gen.—B. & S.

Clearances at the Harbour Office.

Bourbon, for Saigon.
Kwangtah, for Shanghai.
Fooshing, for Canton.
Haitan, for Hoihow.
Holstein, for Hoihow.
Empress of Japan, for Shanghai.
Hongwan I, for Amoy.
Shimosa, for Manil·.
Shaohsing, for Shanghai.

Departures.

Feb. 13.

Empress of Japan, for Vancouver.
Goeben, for Shanghai.
Blue Cross, for Rangoon.
Kwanglee, for Canton.
Kwangtah, for Shanghai.
Shaohsing, for Shanghai.
Hongwan I, for Amoy.
Nanchang, for Chefoo.
Haitan, for Hoihow.

Passengers arrived.

Per *Hupeh*, from Haiphong, &c.—Mr. J. Clark, and 28 Chinese.

Per *Tsinan*, from Australian Ports—Miss Aubrey, Messrs. Lorrie Campbell, Coleman, Campbell, O'Brien, McTighe, 42 Chinese, and 4 Japanese.

Passengers departed.

Per *Empress of Japan*, for Shanghai, &c.—Mr. H. W. Langborg, Mr. and Mrs. Lowenadler, Misses Lowenadler (2), Messrs. R. N. Thurston, W. Farquharson, Mrs. W. J. Hamilton and child, Messrs. R. Paterson, W. F. Wingrove, Misses Ougstal, Elliott, Rev. Titus Lowe, Mr. W. M. Smith, Misses C. Badnall, G. Bandnall, Mr. and Mrs. Ormiston, Messrs. Johnson, W. A. Burrell, Hammelef, Solomon and Soper.

Per *Goeben*, for Shanghai—Messrs. Gotton, Shibbeth, T. A. B. Ezra, F. G. Whittek, Barbey, W. Bohlen, T. Kasturin, J. Chake, E. Isaac, T. Koppler, Capt. Ahlers, Mrs. G. F. Woodward, Miss O. Mur, and Mrs Dobrjitska. For Nagasaki—Misses C. Nakao, R. Nakamura, Mrs. Yamada, Messrs. G. Kanao, H. Saiioo, K. Chimamura and H. Amano. For Kobe—Messrs. L. van Houten, Ng Kung Po, S. Yumamito, Do Bang Tang, Sang-wo, S. Okohira, Kuriyama, Nagano and Mrs. Yoyvi. For Yokohama—Messrs. W. Schreiterer, G. G. Franklin, C. Taguscco, O. F. Breakpear and Carl Normann.

VESSELS IN PORT.

STEAMERS.

Amigo, Ger. s.s., 822, N. J. Baltrer, 18th Jan.,—Haiphong and Hoihow 17th Jan., Gen.—J. & Co.

Borneo, Ger. s.s., 1,344, F. Sembill, 7th Feb.,—Sandakan 2nd Feb., Timber.—M. & Co.

Daijin Maru, Jap. s.s., 1,560, I. Sakurai, 12th Feb.,—Swatow 11th Feb., Gen.—O. S. K.

Devawongse, Ger. s.s., 1,052, T. V. Bruhn, 11th Feb.,—Bangkok 3rd Feb., Rice and Meal.—B. & S.

Enlin, Ger. s.s., 1,109, Langschwagen, 11th Feb.,—Tsingtau 6th Feb., Coal.—J. & Co.

Fri, Nor. s.s., 860, C. Wagle, 8th Feb.,—Labuan 1st Feb., Coal.—Aagaard, Thoresen & Co.

Frithjof, Nor. s.s., 891, O. Andersen, 3rd Feb.,—Saigon 29th Feb., Rice.—Aagaard, Thoresen & Co.

Hongkong, Fr. s.s., 732, A. Cornelissen, 10th Feb.,—Haiphong and Hoihow 9th Feb., Gen.—A. R. M.

Hopsang, Br. s.s., 1,359, J. M. Hay, 12th Feb.,—Moji 7th Feb., Coal.—J., M. & Co.

Kaifong, Br. s.s., 984, Mathias, 9th Feb.,—Cebu and Iloilo 4th Feb., Gen.—B. & S.

Keong Wai, Ger. s.s., 1,115, J. Köhler, 9th Feb.,—Bangkok 1st Feb., Timber and Rice.—B. & S.

Kumeric, Br. s.s., 4,605, F. S. Cowley, 9th Feb.,—Seattle 19th Dec., '07, Flour, &c.—D. & Co., Ld.

Kutsang, Br. s.s., 3,110, R. C. D. Bradley, 12th Feb.,—Singapore 5th Feb., Gen.—J., M. & Co.

Kwangse, Br. s.s., 1,228, A. Stott, 11th Feb.,—Canton 10th Feb., Gen.—B. & S.

Laertes, Br. s.s., 1,340, J. B. Jackson, 6th Feb.,—Saigon 1st Feb., Rice.—Chinese.

Levanzo, Ital. s.s., 2,281, G. Belsito, 6th Feb.,—from Bombay and Singapore, Gen.—C. & Co.

Loongsang, Br. s.s., 1,092, S. J. Payne, 10th Feb.,—Manila 7th Feb., Hemp, Sugar and Gen.—J., M. & Co.

Manchuria, Am. s.s., 8,750, J. W. Saunders, 5th Feb.,—San Francisco 7th Jan., and Shanghai 3rd Feb., Mails and Gen.—P. M. S. S. Co.

Mandasan Maru, Jap. s.s., 4,551, P. Hallstrom, 10th Feb.,—Kutchinotzu 5th Feb., Coal.—M. B. K.

Merapi, Dut. s.s., 1,597, E. Uldall, 3rd Feb.,—Java Ports and Singapore 27th Jan., Sugar and Gen.—Chinese.

Nippon Maru, Jap. s.s., 6,168, W. W. Greene, 12th Feb.,—San Francisco 14th Jan., and Shanghai 9th Feb., Mails and Gen.—N. Y. K.

Orland, Nor. s.s., 914, T. A. Lie, 3rd Feb.,—Rajang, (Borneo) 27th Jan., Timber.—Wallem & Co.

Persia, Br. s.s., 2,744, A. Dixon, 13th Jan.,—San Francisco 7th Dec., and Portland, Or. 15th, Flour.—O. & O. S. S. Co.

Pongtong, Ger. s.s., 998, W. Böteführ, 8th Feb.,—Bangkok 24th Jan., Rice and Rice-meal.—B. & S.

Rajah, Ger. s.s., 1,011, R. Petersen, 6th Feb.,—Bangkok 29th Jan., Rice.—B. & S.

Rubi, Br. s.s., 1,611, R. W. Almond, 10th Feb.,—Manila 8th Feb., Gen.—S., T. & Co.

Samsen, Ger. s.s., 998, F. Schmitz, 17th Jan.,—Bangkok via Swatow 6th Jan., Gen.—B. & S

Shantung, Ger. s.s., 1,000, C. Gonwitch, 11th Feb.,—Bangkok 3rd Feb., Rice.—B. & S.

Signal, Ger. s.s., 907, G. Schlaikier, 11th Feb.,—Tourane 8th Feb., Rice.—J. & Co.

Taiwan, Br. s.s., 1,042, J. A. Martin, 6th Feb.,—Saigon 1st Feb., Rice.—Chinese.

Taming, Br. s.s., 1,359, A. Somerville, 31st Jan.,—Manila 28th Jan., Gen.—B. & S.

Tango Maru, Jap. s.s., 4,627, A. E. Moses, 9th Feb.,—Seattle 7th Jan., and Shanghai 6th Feb., Gen.—N. Y. K.

Trocas, Br. s.s., Carrick, 10th Feb.,—Pulo Sambo 2nd Feb., Bulk Oil.—Meyer & Co.

Tsintau, Ger. s.s., 916, O. Koch, 26th Jan.,—Bangkok and Hoihow 15th Jan., Rice and Meal.—B. & S.

Vorwaerts, Aust. s.s., 3,727, B. Bednarr, 12th Feb.,—Trieste 27th Jan., Gen.—S., W. & Co.

Steamers Expected.

Vessels	From	Agents	Due
Tsinan	Sydney	B. & S.	Feb. 14
Kageshima M.	Moji	N. Y. K.	Feb. 14
Riojun Maru	Singapore	N. Y. K.	Feb. 15
Manila	Singapore	P. & O. Co.	Feb. 16
Tonkin	Saigon	M. M.	Feb. 17
Benlawers	Singapore	G., L. & Co	Feb. 17
Yawata Maru	Thursday I	N. Y. K.	Feb. 17
Laisang	Singapore	J., M. & Co	Feb. 18
Asia	Japan	O. & O. Co	Feb. 21
Tjiliwong	Kuchinotzu	J. C. J. L.	Feb. 23
Arabia	Astoria	P. & A. Co	Mar. 3
Prinz Ludwig	Genoa	M. & Co.	Mar. 4
Nicomedia	Astoria	P. & A. Co	Mar. 17

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.

Neil Mcleod	at	Kowloon Dock
Sorsogon	"	"
Persia	"	"
Amigo	"	"
Tsintau	"	"
Empress of Japan	"	"
H.M.S. Robin	"	"
Cyklop	"	"
Shantung	"	"
Chipshing	"	Cosmopolitan
Singan	"	"
Suisang	"	"
Nerite	"	Aberdeen

The Ships Passed Canal.

18th January—*Laertes, Kleist, Sachsen, Meinam, Tourane.* 21st January—*Mantia, Monmouthshire, Satsuma, Antilochus, Patroclus.* 24th January—*Benmohr, Pakling, Kanagawa Maru, Palma, Sambia, Pathan, Tonkin, Segovia, Tamba Maru, Yorck.* 28th January—*Silvia, Hohenstaufen, Myrmidon, Nyanza, Benavon.* 31st January—*Armand Behic, Lowther Castle, Sikh, Ajax Machaon, Andrea, Rickmers.* 4th February—*Glenturret, Borneo, Persia, Diomed, Paleus, Bendoran.* 7th February—*Idomineus, Polynesien, Belgravia, Scandia, P. K. Fritedrich, Imaba Maru, Wakata Maru.* 11th February—*Benarty, Mammon, Ceylon, Peito.*

Arrivals at Home—18th January—*Nore.* 21st January—*Achilles, Hitachi Maru, China, (Aus.) Glenearn, Tourane, Candia.* 24th January—*P. R. Luitpold, Silesia,* (Ger.) 27th January—*Syria.* 28th January—*Meinam, Canton.* 31st January—*Yorck, Laertes, Sachsen.* 4th February—*Armand Behic, Kanagawa Maru.* 7th February—*Indrasamha.* 11th February—*Segovia.*

Post Office.

Found on the counter of the General Post Office a purse. Owner can have same by describing purse and contents to the Postmaster General.

A Post Office has now been established at Taipo, New Territories. Rate of Postage, for Letters, 2 cents per 1 oz. A mail will be made up daily at 4 p.m.

A Mail will close for:—

Saigon—Per *Taiwan*, 14th Feb., 9 A.M.
Saigon—Per *Vorwaerts*, 14th Feb., 9 A.M.
Quong-chow-wan, Hoihow, Pakhoi and Haiphong—Per *Hongkong*, 14th Feb., 9 A.M.
Moji, Kobe, Yokohama, Victoria, B.C. and Tacoma—Per *Kumeric*, 14th Feb., 11 A.M.
Amoy, Singapore and Samarang—Per *Merapi*, 11th Feb., 11 A.M.
Haiphong—Per *Signal*, 14th Feb., 11 A.M.
Macao—Per *Sui Tai*, 14th Feb., 1.15 P.M.
Singapore, Penang and Bombay—Per *Levanzo*, 14th Feb., 2 P.M.
Manila—Per *Loongsang*, 14th Feb., 3 P.M.
Amoy and Shanghai—Per *Kwangsi*, 14th Feb., 3 P.M.
Manila—Per *Rubi*, 15th Feb., 10 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Manchuria*, 15th Feb., 11 A.M.
Shanghai, Yokohama, Kobe and Moji—Per *Kutsang*, 15th Feb., 1 P.M.
Macao—Per *Sui Tai*, 15th Feb., 1.15 P.M.
Swatow, Amoy and Foochow—Per *Haimun*, 16th Feb., 9 A.M.
Haiphong—Per *Hupeh*, 16th Feb., 9 A.M.
Europe, &c., India, *via* Tuticorin—Per *Oceanien*, 18th Feb., 11 A.M.
Manila—Per *Taming*, 18th Feb., 3 P.M.
Shanghai—Per *Luchow*, 18th Feb., 3 P.M.
Shanghai, Moji, Kobe, Yokohama, Victoria and Seattle—Per *Tango Maru*, 18th Feb., 3 P.M.
Singapore, Penang and Colombo—Per *Bingo Maru*, 18th Feb., 5 P.M.
Nagasaki, Kobe and Yokohama—Per *Yawata Maru*, 19th Feb., 11 A.M.
Singapore, Penang and Calcutta—Per *Namtsang*, 20th Feb., 2 P.M.
Yokohama and Kobe—Per *Tsinan*, 20th Feb., 3 P.M.
Manila, Thursday Island, Townsville, Brisbane, Sydney, Melbourne, Hobart, Launceston, New Zealand, Adelaide, Perth and Fremantle—Per *Kumano Maru*, 21st Feb., 10 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Nippon Maru*, 21st Feb., 11 A.M.
Manila—Per *Yuensang*, 21st Feb., 3 P.M.
Europe, &c., India, *via* Tuticorin—Per *Devanha*, 22nd Feb., 11 A.M.
New York—Per *Indrani*, 22nd Feb., 2 P.M.
Manila—Per *Tean*, 25th Feb., 3 P.M.
Manila, Fr. Wilhelmshaven, Simpsonhafen, Herbershohe, Matupi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Prinz Sigismund*, 27th Feb., 4 P.M.
Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Eastern*, 29th Feb., 11 A.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle—Per *Taiyuan*, 9th Mar., 3 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, (B.C.)—Per *Empress of China*, 12th Mar., 3 P.M.

VISITORS AT THE HOTELS.

HONGKONG.

Adams, R. M.
Aftalion, A.
Allardt, L. F.
Baird, Miss
Battiscombe, H. G.
Beattie, R. B.
Behrens, E. C.
Berblinger, A.
Bernhard, J.
Bisney, Miss
Bisney, Mr. & Mrs. S.
Black, Dr. G. D. R.
Blau, Oscar
Blunn, A. B.
Bonar, H. and servant
Bornand, E.
Boutelle, J. B.
Brayfield, T.
Brighton, F. G.
Brooke, Mr. and Mrs. C. B.
Brown, F. G.
Bulmer, J. H.
Burgess, R. C.
Bucking, F.
Caldwell, A. S.
Callender, Mr. & Mrs. C. R. and children
Carpenter, E. W.
Carter, A.
Clark, R. H.
Clarke E.
Colenbrander, A. D. S.
Colvin, H. E.
Conldery, Mrs. W. H. H. and child
Crake, W. A.
Crook, A. H.
Cruickshank, J.
Curry, George
Collins, Miss
Dallas, G.
Darton, T. H.
Dohen, W. D.
Einstmann, W.
Ellis, C. E.
Ellis, Mr. and Mrs. B. H.
Elsworth, C. W. T.
Ffrench, Lord and Mrs. and maid
Fisher, H. G.
Franklin, C. B.
Frost, B. L.
Fuller, Denman
Foller, S. J.
Gibbs, Mrs. W. C.
Gibbs, Miss H. E.
Gibson, Dr. A.
Ginjoolen, L. J.
Ginnell, J.
Gordon, T.
Gorrell, O.
Hale, Miss
Hall, Capt. T.
Harding, R.
Harrison, J. L.
Heise, R.
Hewett, Hon. Mr. and Mrs. F. A.
Hissink, H.
Hissink, Miss C.
Howard, L.
Hunter, E. H.
Hamilton, Mr & Mrs. W. J. and infant and amah
Innes, Capt. R.
Johnston, W.
Jones, Mr. and Mrs. P. N. H.
Joseph, Mr. and Mrs. E. S.
Joseph, M. R.
Kinpcome, C.
Kirchner, Mrs.
Klebs, Mrs. H.
Kopp, A.
Lavaurs, V.
Leggatt, E. A.
Leighton, W.
Little, A. C.
Logan, Mr. and Mrs. W.
Marchant, C. J.
Matheson, Mrs. R. T. and child
McIntosh, G. C.
McKean, Dr. C. W.
McNumel, Mr. & Mrs. S.
Metzenthin, Capt. and Mrs. H.
Muller, E.
Neighbour, Mr. & Mrs. W. F.
Nesbitt, P.
Pearse, Dr. and Mrs W. W.
Perkins, Mr. and Mrs. T. L.
Polglase, A. W.
Potts, Mr. and Mrs. W. H.
Potts, Miss
Powell, W. A.
Preshaw, C. M.
Pugh, A. J.
Paquet, M.
Ralphs, E.
Ray, E. H.
Ritson, F. K.
Rockword, Miss N.
Rafferty, Mr. and Mrs. and child
Rothschild, J.
Scott, W. S.
Shields, C. E.
Spittles, J.
Stansfield, L.
Stebbing, W. S.
Stephens, Miss M. M.
Stephens, Mr. and Mrs. E. W.
Steven, J.
Stevens, Rev.
Tullidge, G. W.
Tyler, Mr. and Mrs. W. F.
Vida, F. R.
Wagner, Dr. V. E.
Wales, H. H.
Wilkinson, T. L.
Wood, G. G.
Woods, I. D.
Wright, E. F.

PEAK.

Austin, F.
Cobley, Mr.
Cochrane, Mr. & Mrs. J.
Coke, Lt. & Mrs. B. E.
Colleyshaw, Mr.
Darling, Col.
Dowley, Mr. and Mrs.
Ellis, A.
Ellis, Mrs.
Fischer, R.
Fuchs, Mr.
Galbraithe, Mr
Gelsthorpe, H. T.
Gompertz, H. H.
Greenhill, L. S.
Hall, J.
Hancock, Mr.
Hardy, Miss
Hart Synnot, Capt.
Haveland, F. A.
Hell, P.
Hill, E. E.
Hockaday, W. T.
Hutchison, Capt. and Mrs.
Jeffries, H. U.
Kent, R.A., Col.
Lambert, Lt.-Col. and Mrs.
Lambert, Miss
Lauder, Major
Lofts, Mr.
Logan, Major and Mrs.
Macdonald, Major
Malden, Geo.
Martin, R.
Mast, E.
McCoffery, Mr. & Mrs.
Mitchell, R.
Monk, S. D.
Pereira, Consul & Mrs.
Petrie, Mr. and Mrs.
Playne, Mr. and Mrs. S.
Reid, Lieut.-Col.
Riach, Lt. Col. & Mrs.
Rissland, H.
Ross, Major R. J.
Sargent, Mr.
Sayer, G. W.
Seibuth, Consul & Mrs.
Shordridge, Mr. & Mrs. A. B.
Sinclair, A.
Smith, A. Findlay
Stewart, Mr. and Mrs.
Stopani, Mr.
Synnot, Capt. Hart
Wakefield, Mrs.
Wallace, Mr.
Watkins, Mr. and Mrs.
Wilder, A. P.
Williamson, Mrs.
Williams, Staff-Surg. and Mrs.
Worbrook, Mr.

CONNAUGHT.

Atkinson, W. M.
Ayre, Mr. and Mrs. Wm. H. and child
Barrett, Mrs. M. A.
Berry, F. J., wife and child
Bilyen, Wm. R.
Bright, W. H.
Cuffarena, J.
Chevalet, Madame H.
Chevalet, L. H.
Corwell, Mrs. C. B.
Dietrich, Mr. and Mrs. J.
Gitt, Wm.
Graw, E. W.
Hendy, Harold E.
Herkt, C.
Holmes, F. E.
Hough, Dr. Spencer
Howak, D. C.
Hutchinson, Wm. M.
Kiene, F.
Lawson, Capt. J. J.
McKenzie, J. H.
Morgan, Mr.
Silva-Netts, Mr & Mrs. A. F. B.
Wagatha, Made Maisselle F. L.
Wagner, John A.

CRAIGIEBURN.

Adams, M. and Mrs. R. J.
Bonnar, Mr. and Mrs. J. W. C.
Caldwell, G. E.
Clothier, Mr. and Mrs. H. W.
Denison, Mr. and Mrs.
Denison, Misses (2)
Marchaut, Capt. & Mrs.
Hollingsworth, Mr. & Mrs.
Jones, Dr. and Mrs. Evan
Smith, Mrs. H. S.
Smith, Mr. and Mrs. Grant
Smith, Percy

KOWLOON.

Harrop, C. G. V.
Jenkiens, Mr and Mrs. R.
Lewis, E. Cornewall
Macdonald, Lieut. and Mrs. and 3 children
Macdonald, David
Macdonald, Miss Maggie
Morris, J.
Macdonald, Miss Flora
Osborne, J. W.
Robertson, A. W. L.
Smith, Capt. C. H.

CHINA COAST METEOROLOGICAL REGISTER.

February 12th, 1908, a.m.

			Bar.	Th.	Hu.	Wind		Wr.
Vladivostock	7	a.m.	—	—	—	—	—	—
Nemuro	6	a.m.	29.77	—	—	NW	4	—
Hakodate		"	29.93	—	—	N	6	—
Tokio		"	30.06	—	—	NW	4	—
Kochi		"	30.27	—	—	SW	2	—
Nagasaki		"	30.35	—	—	N	4	—
Oshima		"	30.28	—	—	NE	2	—
Naha		"	30.21	—	—	NE	6	—
Ishigakijima		"	30.17	—	—	SE	4	—
Bonin Is.		"	30.16	—	—	NW	4	—
Chefoo	6	a.m	—	—	21	100	SW	1	b
Weihaiwei	9	a.m.	30.57	25	—	90	NW	1	b
Hankow	6	a.m.	30.58	35	90	N	1	or
Kinkiang		"	30.55	34	100	NE	2	b
Shanghai	9	a.m	30.57	34	79	N	2	o
Gutzlaff		"	30.51	36	90	N	4	omd
Sharp Peak		"	30.36	52	86	N	2	o
Amoy	6	a.m.	30.26	58	81	NE	1	or
Swatow		"	30.06	55	94	NE	2	c
Taihoku		a.m.	30.19	—	—	E	4	—
Taichu		"	30.13	—	—	N	2	—
Tainan		"	30.15	—	—	N	2	—
Koshun		"	30.12	—	—	E	6	—
Pescadores		"	30.19	—	—	N	10	—
Canton	9	a.m.	—	—	—	—	—	—
Hongkong	10	a.m.	30.21	62	82	ENE	2	o
Victoria Peak		"	—	—	—	E	5	—
Gap Rock		"	30.17	—	—	ENE	6	—
Macao		"	30.22	62	—	N	2	o
Hoihow	9	a.m.	—	—	—	—	—	—
Pakhoi		"	—	—	—	—	—	—
Phulien	10	a.m.	30.12	63	—	ENE	5	c
Tourane		"	30.10	70	—	—	0	c
C. St. James		"	29.89	79	—	NE	4	c
Aparri	6	a.m.	30.09	70	—	S	1	c
Manila	10	a.m.	30.04	82	57	NNE	1	b
Legaspi	6	a.m.	29.97	77	—	NE	1	b
Bacolod	9	a.m.	—	—	—	—	—	—
Iloilo		"	—	—	—	—	—	—
Cebu		"	—	—	—	—	—	—
Labuan		"	—	—	—	—	—	—

February 13th, 1908, a.m.

Vladivostock	7	a.m.	—	—	—	—	—	—
Nemuro	6	a.m.	29.97	—	—	W	4	—
Hakodate		"	30.09	—	—	—	0	—
Tokio		"	30.10	—	—	N	4	—
Kochi		"	30.23	—	—	SW	2	—
Nagasaki		"	30.31	—	—	—	0	—
Kagoshima		"	30.27	—	—	N	6	—
Oshima		"	30.24	—	—	NW	4	—
Naha		"	30.17	—	—	NE	4	—
Ishigakijima		"	30.13	—	—	NE	6	—
Bonin Is.		"	30.12	—	—	NW	2	—
Chefoo	6	a.m	30.47	22	100	W	1	b
Weihaiwei	9	a.m.	30.50	28	—	NW	1	b
Hankow	6	a.m.	30.58	34	100	N	1	d
Kiukiang		"	30.46	34	100	NE	4	or
Shanghai	9	a.m	30.48	36	61	NW	1	o
Gutzlaff		"	30.44	36	90	NNW	3	ov
Sharp Peak		"	30.35	50	76	NNE	5	o
Amoy	6	a.m.	30.27	56	81	NE	1	o
Swatow		"	30.07	55	87	NE	2	c
Taihoku	5	a.m.	30.23	—	—	E	6	—
Taichu		"	30.13	—	—	N	4	—
Tainan		"	30.13	—	—	N	4	—
Koshun		"	30.11	—	—	NE	4	—
Pescadores		"	30.15	—	—	N	10	—
Canton	9	a.m.	30.25	52	93	NNW	1	o
Hongkong	10	a.m.	30.21	62	84	ENE	3	o
Victoria Peak		"	—	—	—	E	5	—
Gap Rock		"	30.17	—	—	ENE	5	—
Macao		"	30.21	59	—	NW	2	odf
Hoihow	9	a.m.	—	—	—	—	—	—
Pakhoi		"	—	—	—	—	—	—
Phulien	10	a.m.	30.15	61	—	ESE	3	o
Tourane		"	30.09	73	—	—	0	c
C. St. James		"	29.88	79	—	NE	4	c
Aparri	6	a.m.	30.05	70	+	SW	0	c
Manila	10	a.m.	30.00	79	69	W	1	b
Legaspi	6	a.m.	29.96	75	—	N	1	o
Bacolod	9	a.m.	—	—	—	ENE	4	o
Iloilo		"	29.93	79	—	NE	1	o
Cebu		"	29.95	81	—	N	1	c
Labuan		"	29.84	81	—	—	—	—

	Feb. 12 at 10 a.m.	Feb. 13 at 4 p.m.
Barometer	30.21	30.13
Temperature	62	60
Humidity	82	89
Rainfall	0.04	—

HONGKONG AVERAGE MARKET PRICES.

Corrected 8th February, 1908 cts. per $ Mex.

BUTCHER MEAT.

		Cents.
Beef sirloin & prime cut—Mei Lung Pa	lb	18
" Corned—Ham Ngau Yuk	"	20
" Roast—Shiu " "	"	18
" Breast—Ngau Lam	"	16
" Soup, Tong Yuk	"	15
" Steak—Ngau Yuk Pa	"	18
" " Sirloin—Ngau Lau	"	30
" Sausages,—Ngau Yuk Chaung	"	26
Bullock's Brains— " Know	per set	10
" Tongue fresh—Ngau Li	each	45
" " corned—Ham Ngau Li	"	55
" Head—Ngau Tau	"	85
" Heart—Ngau Sum	per lb	12
" Hump, Salt—Ngau Kin	"	18
" Feet—Ngau Keok	each	7
" Kidneys—Ngau Yiu	"	10
Tail—Ngau Mei	"	17
" Liver—Ngau Con	lb	12
" Tripe (undressed)—Ngau To	"	6
Calves' Head and Feet—Ngau-chai-tau-keok	set	90
Mutton Chop—Yeung Pai-Kwat	lb	24
" Leg—Yeung Pei	"	24
" Shoulder—Yeung Shau	"	20
Pigs' Chitlings—Chi cheong	"	24
" Brains—Chi Know	per set	2
" Feet—Chi Keok	"	12
" Fry—Chi Chak	"	24
" Head—Chi Tau	"	22
" Heart—Chi Sum	each	19
" Kidneys—Chi Yiu	pair	10
" Liver—Chi Kon	lb	30
Pork, Chop—Chi Pai Kwat	"	24
" Corned—Ham Chu Yuk	"	—
" Leg—Chu Pei	"	24
" Fat or Lard—Chu Yau	"	18
Sheep's Head and Feet—Yeung Tau Keok	set	50
" Heart—Yeung Sum	each	7
" Kidneys—Yeung Yiu	"	10
" Liver—Yeung Con	lb	22
Sucking Pigs, To Order—Chu Chai	"	22
Suet Beef—Sang Ngau Yau	"	19
" Mutton—Sang Yeung Yau	"	22
Veal—Ngau Chai Yuk	"	20
" Sausages—Ngau Chai-Yuk Tong	"	20

POULTRY.

Chicken—Kai Chai	lb	28
Capons, Large, Small—Sin Kai	"	28
Ducks—Ap	"	22
Doves—Pan Kau	each	15
Eggs, Hen—Kai Tan	per doz.	24
Fowls, Canton—Kai	lb	30
" Hainan—Hoi Nam Kai	"	28
Geese—Ngo	"	22
Geese, Wild Shanghai—Sheung Hoi Ye Ngo	pair	$1.20
Musk Deer—Wong Keng	each	—
Hare—Tu Chai	"	65
Partridge—Che Khoo	"	60
Pheasant—Shan Kai	pair	$1.50
Pigeons, Canton—Pak Kup	each	30
" Hoihow—Hoihow Pak Kup	"	27
Quail—Um-Chun	"	17
Rice Birds—Wo Fa Cheuk	dozen	—
Snipe—Sa Chui	each	20
Turkeys, Cock—Fo Kai Kung	per lb	60
" Hen— " " Na	"	45
Wild Ducks, Shanghai, Sui-ap	pair	—
Teal, Shanghai, Sui Ap Chai	"	55
Wild Ducks Canton—Sang Shing Sui Ap	per pair	$1.00

FISH.

Barbel—Ka Yu	lb	12
Bream—Bin Yu	"	11
Canton Fresh Water Fish—Hoi Sin Yu	"	12
Carp—Li Yu	"	20
Catfish—Chik Yu	"	20
Codfish—Mun Yu	"	18
Crabs—Hai	"	20
Cuttle Fish—Muk Yu	"	14
Dab—Sa Mang Yu	"	14
Dace—Wong Mei Lun	"	10
Dog Fish—Tit Tu Sa	"	9
Eels, Congor—Hai Man Yu	"	14
" Fresh water—Tam Sui Yu	"	13
" Yellow—Wong Sin	"	24
Frogs—Tien Kai	"	28
Garoupa—Sek Pan	"	48
Gudgeon—Pak Kup Yu	"	13
Herrings—Tso Pak	"	20
Halibut—Cheung Kwan Yu	"	24
Labrus—Wong Fa Yu	"	18
Loach—Wu Yu	"	28
Lobsters—Lung Ha	"	25
Mackerel—Chi Yu	"	16
Monk Fish—Mon Yu	"	24
Mullet—Chai Yu	"	24
Oysters—Sang Hoo	"	20
Parrotfish—Kai Kung Yu	"	15
Perch—Tan Loo	"	15
Pike—

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT: RESERVE.	POSITION AS PER LAST REPORT: AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	$125	$125	£1,000,000	$1,797,167	£1.15/- (of 1-year ending 30.6.07 @ ex 2/2 3/16=$16.04	5¼ %	$722
Do. (new)	40,000	$125	$125	$11,750,000				$715
				$250,000				new issue
								London £80
National Bank of China, Limited	99,925	£7	£6	£12,735	$71,293	$2 (London 3/6) for 1903	...	$51
				$300,000				
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	$250	$50	$1,560,000	none	$20 for 1906	8¼ %	$242½
				$219,058				
				$421,959				
North China Insurance Company, Limited	10,000	£15	£5	£125,000	Tls. 204,474	Final of 7/6 per share making in all 15/- for 1906=Tls. 2.65	6 %	Tls. 87½ sellers
				Tls. 100,000				
				Tls. 48,942				
Union Insurance Society of Canton, Limited	12,400	$250	$100	$3,000,000	1,460,400	Final of $12 making $42 for 1905 and interim of $30 for 1906	5 %	$850
				£70,000				
				$456,407				
				£125,137. 15/-				
				$817,628				
Yangtsze Insurance Association, Limited	8,000	$100	£40	$850,000	$394,520	$12 for year ending 31.12.05	...	$152½
Do. do. (new)	4,000	$100	$60	$159,143				$142½
FIRE INSURANCES.				$1,988				
China Fire Insurance Company, Limited	20,000	$100	$20	$1,000,000	$362,980	$6 and bonus $2 for 1905	8½ %	$98
				$320,449				
				$7,616				
Hongkong Fire Insurance Company, Limited	8,000	$250	$50	$1,256,483	$435,236	$40 for 1905	12 %	$335
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	$25	$25	$7,000	$365	$1 for 1906	7 %	$14
Douglas Steamship Company, Limited	70,000	$50	$50	$264,638	Nil.	$4 for year ending 30. 1907	10 %	$40
				$96,988				
Hongkong, Canton & Macao Steamboat Co., Ld.	80,000	$15	$15	$250,000	$27,101	$1 for 1st half-year ending 30.6.07	6½ %	$29½
				$550,000				
				$86,989				
Indo-China Steam Navigation Co., Ld. (Preferred)	60,000	£5	£5	£60,000	£3,694	5/- for 1906 @ ex 2/2½=$1.24 per share	3¼ %	$38
Do. do. (Deferred)	60,000			£270,000				$28
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 54,372	Tls. 13,327	Interim of Tls. 1½ for account 1907	12 %	Tls. 46 sellers
Do. (Preference)	100,000			£400,000	£172,370		11 %	Tls. 50 sellers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£1,871		Interim of 1/- (Coupon No. 8) for a/c 1907	4½ %	46/6
				$65,000				
"Star" Ferry Company, Limited	10,000	$10	$10	$32,957	$137	$1.00 / $0.50 for year ending 30.4.1907	4 % / 4 %	$25 buyers
	10,000	$10	$5	Tls. 98,000				$12½ buyers
				Tls. 419,479				
Taku Tug and Lighter Company, Limited	4,000	Tls. 50	Tls. 50	Tls. 62,000	18,730	Final of Tls. 2 making Tls. 6 for 1906	12½ %	Tls. 47 sellers
				Tls. 81,200				
				Tls. 30,000				
REFINERIES.								
China Sugar Refining Company, Limited	20,000	$100	$100	$450,000	19,218	$8 for year ending 31.12.06	7½ %	$111 buyers
Luzon Sugar Refining Company, Limited	7,000	$100	$100	none		$3 for 1907	...	$15 sales
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 8,935	Tls. 4 (8 %) for year ending 31.8.06	5 %	Tls. 80
MINING.								
Chinese Engineering and Mining Company, Ld.	1,000,000	£1	£1	£150,000	£11,556	Final of 1/6 (No. 9) for 1907	7½ %	Tls. 15.20 b.
				£84,398				
Raub Australian Gold Mining Company, Limited	150,000	£1	18/10	£4,873	£11,358	No. 12 of 1/-=48 cents	...	$7½
	50,000	£1	£1					
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	$25	$25	164,124	£10,335	$1.75 for year ending 31.12.06	11¾ %	$15
Hongkong & Kowloon Wharf and Godown Co., Ld.	10,000	$50	$0	$600,000	£3,047	Interim of $2 for six months ending June 30th 1907	6½ %	$55 old
Do. do. new)	20,000	$50	$50	$23,152				$53 new
				$30,000				
Hongkong and Whampoa Dock Company, Ld.	50,000	$50	$50	$100,000	£491,580	$4 for 1st half-year ending June 30th, 1907	8½ %	$97 buyers
				$50,000				
Shanghai Dock and Engineering Co., Ld.	25,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 10,459	Interim of Tls. 2½ for six months ending 31st October, 1907	7½ %	Tls. 80 buyers
				Tls. 487,210				
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 100,000	Tls. 23,117	Interim of Tls. 8 for account 1907	8½ %	Tls. 215 buyers
				Tls 190,100				
				Tls. 75,000				
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ld.	25,000	Tls. 100	Tls. 100	Tls. 15,000	Tls. 3,388	Tls. 6 for 14½ months ending 28.2.07	6 %	Tls. 105
Astor House Hotel Company, Limited (Shanghai)	20,000	$25	$25	$30,000	$10,908	$2½ for year ending 30.6.07	11½ %	$20½ buyers
Central Stores, Limited	50,123	$15	$15	$1,000	$9,178	$1.80 for 1906	13 %	$14 sales
Hongkong Hotel Company, Limited	12,000	$50	$50	$648,975	$10,925	$4 for 1st half-year ending 30.6.07	7½ %	$104
				$36,075				
Hongkong Land Investment and Agency Co., Ld.	50,000	$100	$100	$250,000	£36,915	Final of $3½ making in all $7 for year ending 31.12.07	7 %	$102½
Humphreys Estate & Finance Company, Limited	100,000	$10	$10	$217,426	$4,621	70 cents for 1907	7 %	$10½
				$50,000				
Kowloon Land and Building Company, Limited	6,000	$50	$30	none	$1,089	$2½ for 1906	7½ %	$33
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 869,493	Tls. 61,978	Interim of Tls. 3 for account 1907	7 %	Tls. 108 buyers
West Point Building Company, Limited	12,500	$50	$10	Tls. 170,000	$1,541	Final of $2.10 making in all $4.10 for year ending 31.12.07	8½ %	$48
				none				
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ld.	15,000	Tls. 50	Tls. 50	Tls. 150,000	Tls. 8,807	Tls. 2½ for year ended 31.10.1907	4½ %	Tls. 56
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	$10	$10	Tls. 23,276	$14,269	50 cents for year ending 31.7.07	5 %	$10
				$60,000				
International Cotton Manufacturing Company, Ld.	10,000	Tls. 75	Tls. 75	Tls. 150,000	Tls. 85,519	Tls. 6 for year ended 30.9.06 (8 %)	...	Tls. 55
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	8,000	Tls. 100	Tls. 100	none	Tls. 31,469	Tls. 8 for 1906	...	Tls. 72½
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 28,257	Tls. 50,663	Tls. 50 for 1906	...	Tls. 270 buyers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£1,299	£638	1/3 per share for 1906	9 %	$7½
China-Borneo Company, Limited	60,000	$12	$12	none	Nil.	$1 for 1904	...	$10½
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905	...	Tls. 51 sellers
China Light and Power Company, Limited	50,000	$10	$10	none	$25,000	60 cents for year ended 28.2.06	...	$6 sellers
Do. Do. special shares	*50,000	$1	$1					
China Provident Loan & Mortgage Company, Ld.	125,000	$10	$10	$120,000	$3,593	80 cents for 1907	9 %	$8½ buyers
				$60,000				
Dairy Farm Company, Limited	25,000	$7½	$6	$5,000	$2,974	$1.30 for year ending 31.7.07	7½ %	$17
Green Island Cement Company, Limited	400,000	$10	$10	$21,000	$10,804	Interim of 50 cents per share for a/c 1907	8½ %	$11½ buyers
Hall & Holtz, Limited	21,000	$20	$20	$186,000	$15,002	$2½ for year ending 28.2.07	11½ %	$21 buyers
Hongkong Electric Company, Limited	60,000	$10	$10	none	$2,953	11 per share for year ending 28.2.07	6½ %	$15.
Hongkong Ice Company, Limited	5,000	$25	$25	$105,000	$4,361	Interim of $4 for ½-year ending June 30th '07	9½ %	$240.
Hongkong Rope Manufacturing Company, Ld.	50,000	$10	$10	$65,000	$4,212	Interim of 80 cents per share for a/c 1907	8 %	$25
Maatschappij tot Mijn-, Bosch- en Landbouwexploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500	Tls. 17,127	Final of Tls. 7½ and bonus of Tls. 2½ making in all Tls. 32½ for 1907	7½ %	Tls. 440 buyers
				Tls. 27,603				
Peak Tramways Company, Limited	25,000	$10	$10	none	$2,655	$1 per sh. for period from 19th Oct. to 30th Apr. '07	8 %	$13
Peak Tramways Company (new)	50,000	$10	$1					$2
Philippine Company, Limited	67,500	$10	$10		Dr. P. 34,324	None	...	$6 buyers
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 7,990	Interim of Tls. 3½ for account 1907	7½ %	Tls. 113 sellers
Shanghai Horse Bazaar Co., Ld.	5,400	Tls. 50	Tls. 50	Tls. 67,323	Tls. 9,751	Tls. 4 for 1905	...	Tls. 45 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 45,000	Tls. 3,354	Final of Tls. 5 and Tls. 10 for 1906	...	Tls. 64 sellers
				Tls. 8,000				
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820	Tls. 7,843	Interim of Tls. 5 for a/c 1907	8 %	Tls. 125 buyers
				Tls. 50,000				
Shanghai Waterworks Company, Limited	16,350	£20	£20	Tls. 190,000	Tls. 85,592	Interim of 15/- for account 1907 (old)	...	Tls. 360 buyers
South China Morning Post, Limited	6,000	$25	$25	none		Interim of 11/3 for account 1907 (new)	...	$20
Steam Laundry Company, Limited	20,000	$ 5	$ 5	none	Dr. $41,934	None	...	$6 sellers
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,295	$478	40 cents for year ending 31.5.07	6⅔ %	Tls. 97 sellers
				Tls. 4,000				$10½ sales
Union Waterboat Company, Limited	50,000	$10	$10	none	Tls. 201	Tls. 6½ for year ending 30.4.07	...	
United Asbestos Oriental Agency, Limited	10,000	$10	$4	$35,000	$349	First year	...	
					$1,360	80 cents on 9,000 ord. shares and $19.80 on 100 Founders shares for yr. end. 31.5.07	8 %	$10
Watson, (A. S.) & Co., Limited	90,000	$10	$10	$300,000	$5,482	Interim of 30 cents for account 1907	6⅔ %	$10½ buyers
				$25,000				
William Powell, Limited	15,000	$10	$10	none	£41	Final of 30 cts. making 80 cts. for the year ended 30th June, 1900	...	$5½ buyers

* These shares are entitled to half of the profits.

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Mails.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship "DEVANHA," Captain T. H. Hide, R.R.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 22nd February, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Company's S.S. *Britannia*, 7,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Arabia*, due in London on 4th April, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 8th February, 1908. [7

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "OCEANIEN," Captain Magnen, will be despatched for MARSEILLES on TUESDAY, the 18th February, 1908, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports, and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. *ERNEST SIMONS* ..... 3rd Mar.
S.S. *TONKIN* ..... 17th Mar.
S.S. *POLYNESIEN* ..... 31st March.

J. MILLET, Agent.

Hongkong, 6th February, 1908. [14

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship "TONKIN," Captain Charbonnel, will be despatched for the above Ports on or about MONDAY, the 17th February.

For Freight or Passage, apply to

J. MILLET, Agent.

Hongkong, 10th February, 1908. [14

Intimations.

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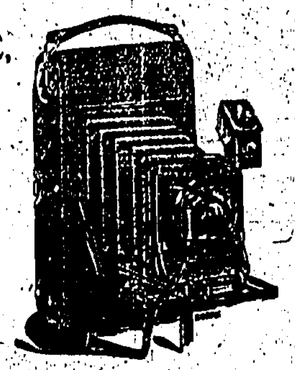

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Hongkong, 16th May, 1905. '63

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